

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALABASTER, AL

SHELBY COUNTY RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
VOR-A¹

NA when local weather not available.

¹Category D, 800-2½.

ALBANY, GA

SOUTHWEST GA. RGNL ... ILS or LOC Rwy 4
LOC BC Rwy 22
NDB Rwy 4
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 34
VOR or TACAN Rwy 16

Category D, 800-2½.

ALBERTVILLE, AL

ALBERTVILLE RGNL-THOMAS J
BRUMLIK FLD RNAV (GPS) Rwy 23
NA when local weather not available.

ALMA, GA

BACON COUNTY RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

ANNISTON, AL

ANNISTON
METROPOLITAN ILS or LOC Rwy 5¹
NDB Rwy 5²
RNAV (GPS) Rwy 5¹
RNAV (GPS) Rwy 23³

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

²Categories A, B, 1000-2; Categories C, D,
1000-3.

³Categories A, B, 1100-2; Categories C, D,
1100-3.

NAME ALTERNATE MINIMUMS

ATHENS, GA

ATHENS/
BEN EPPS ILS or LOC/DME Rwy 27
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 27
VOR Rwy 2
VOR Rwy 27

NA when local weather not available.

ATLANTA, GA

DEKALB-PEACHTREE .. ILS or LOC Rwy 20L¹
RNAV (GPS) Rwy 20L²
RNAV (GPS) Rwy 27²
VOR/DME Rwy 20L²
VOR/DME Rwy 27²

¹NA when control zone not in effect.

²NA when local weather not available.

FULTON COUNTY AIRPORT-

BROWN FIELD ILS Rwy 8¹
NDB Rwy 8²⁴
RNAV (GPS) Rwy 26³⁴
RNAV (GPS) Y Rwy 8³⁴
VOR-A⁵

¹ILS, Categories A,B, 800-2; Category C,
800-2½; Category D, 800-2½. LOC,
Category C, 800-2¾; Category D, 800-2½.

²Category C, 800-2¾; Category D, 800-2½.

³Category D, 800-2¾.

⁴NA when local weather not available.

⁵Categories A,B, 1100-2; Categories C,D,
1100-3.

NEWMAN COWETA

COUNTY RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ATLANTA, GA (CON'T)

PEACHTREE CITY-

FALCON FIELD RNAV (GPS) Rwy 13¹

RNAV (GPS) Rwy 31

NA when local weather not available.

¹Category D, 800-2½.

AUBURN, AL

AUBURN-OPELIKA

ROBERT G PITTS ILS or LOC Rwy 36

RNAV (GPS) Rwy 36

NA when local weather not available.

AUGUSTA, GA

AUGUSTA RGNL

AT BUSH FIELD ILS or LOC Rwy 17¹

ILS or LOC Rwy 35²³

RADAR-1

NA when control tower closed.

¹ILS, 700-2.

²Categories A,B,C,D, 700-2.

³NA when local weather not available.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH

INTL LOC Rwy 18¹

RNAV (GPS) Rwy 6²

RNAV (GPS) Rwy 24³

RNAV (GPS) Rwy 36⁴

¹Category D, 800-2¼.

²Categories A, B, C, 900-2; Category D, 900-

2¼.

³Category E, 800-2¼.

⁴Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-2¾.

BRUNSWICK, GA

BRUNSWICK

GOLDEN ISLES ILS or LOC Rwy 7

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25

VOR/DME-B

NA when local weather not available.

CARROLLTON, GA

WEST GEORGIA RGNL-

O V GREY FIELD RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

CARTERSVILLE, GA

CARTERSVILLE LOC Rwy 19¹²

RNAV (GPS) Rwy 1¹

RNAV (GPS) Rwy 19¹

VOR/DME-A³

NA when local weather not available.

¹Category C, 900-2½; Category D, 900-2¾.

²NA when FBO closed.

³Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-2¾.

CLAXTON, GA

CLAXTON-EVANS

COUNTY RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2¼.

CLAYTON, AL

CLAYTON MUNI RNAV (GPS) Rwy 27

VOR/DME Rwy 27

NA when local weather not available.

COLUMBUS, GA

COLUMBUS

METROPOLITAN ILS or LOC Rwy 6

VOR-A

NA when control tower closed.

CORDELE, GA

CRISP COUNTY-

CORDELE NDB Rwy 10

RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 23

RNAV (GPS) Rwy 28

VOR/DME Rwy 23

NA when local weather not available.

CULLMAN, AL

FOLSOM FIELD RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 20

NA when local weather not available.

DALTON, GA

DALTON MUNI RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

NA when local weather not available.

DECATUR, AL

PRYOR FIELD RGNL RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

VOR Rwy 18¹

NA when local weather not available.

¹Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS
DOTHAN, AL
 DOTHAN RGNL ILS or LOC Rwy 14
 ILS or LOC Rwy 32
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32
 VOR or TACAN-A

NA when control tower closed.
 NA when local weather not available.

DOUGLAS, GA
 DOUGLAS MUNI RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22
 NA when local weather not available.

DUBLIN, GA
 W H 'BUD' BARRON RNAV (GPS) Rwy 2'
 RNAV (GPS) Rwy 20'
 VOR-A²

NA when local weather not available.
¹Category D, 800-2¼.
²Category C, 800-2¼; Category D, 800-2¼.

ELBERTON, GA
 ELBERT CO-
 PATZ FIELD RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 28
 VOR/DME Rwy 10
 NA when local weather not available.

EVERGREEN, AL
 MIDDLETOWN FIELD RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 19
 RNAV (GPS) Rwy 28
 VOR/DME Rwy 10
 NA when local weather not available.

FAIRHOPE, AL
 H L SONNY CALLAHAN RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 19
 VOR/DME-A
 NA when local weather not available.

FLORALA, AL
 FLORALA MUNI RNAV (GPS) Rwy 22
 NA when local weather not available.

FORT STEWART (HINESVILLE), GA
 WRIGHT AAF (FORT STEWART)/
 MIDCOAST RGNL NDB Rwy 33R
 RNAV (GPS) Rwy 6L
 RNAV (GPS) Rwy 33R
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
GADSDEN, AL
 NORTHEAST
 ALABAMA RGNL RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 24
 RNAV (GPS) Rwy 36'
 VOR Rwy 6

NA when local weather not available.
¹Categories A,B, 1100-2; Categories C,D, 1100-3.

GAINESVILLE, GA
 LEE GILMER
 MEMORIAL ILS or LOC/DME Rwy 5'
 NDB Rwy 5²
 RNAV (GPS) Rwy 5²
 RNAV (GPS) Rwy 23²

NA when local weather not available.
¹ILS, Categories A,B,C, 700-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
²Category D, 800-2¼.

GREENVILLE, AL
 MAC CRENSHAW
 MEMORIAL RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32
 Category D, 800-2¼.

GULF SHORES, AL
 JACK EDWARDS RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 NA when local weather not available.

HUNTSVILLE, AL
 HUNTSVILLE INTL-CARL T. JONES
 FIELD ILS or LOC Rwy 18L¹²⁴
 ILS or LOC Rwy 18R¹²⁴
 ILS or LOC Rwy 36L¹²⁴
 ILS or LOC Rwy 36R¹²⁴
 RADAR-1¹³
 RNAV (GPS) Rwy 18L⁴⁵
 RNAV (GPS) Rwy 18R⁴⁵
 RNAV (GPS) Rwy 36L⁴⁵
 RNAV (GPS) Rwy 36R⁴⁵

¹NA when control tower closed.
²ILS, Category D, 700-2; Category E, 700-2¼.
 LOC, Category E, 800-2¼.
³Category E, 800-2¼.
⁴NA when local weather not available.
⁵Category E, 800-2¼.

NAME ALTERNATE MINIMUMS
HUNTSVILLE, AL (CON'T)
MADISON COUNTY
EXECUTIVE **ILS or LOC/DME Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36¹

NA when local weather not available.

¹Categories A,B, 900-2; Category C, 900-2½,
Category D, 900-2¾.

JEFFERSON, GA
JACKSON COUNTY **RNAV (GPS) Rwy 35**
VOR/DME Rwy 35
NA when local weather not available.

MACON, GA
MIDDLE GEORGIA
RGNL **ILS or LOC/DME Rwy 5¹²**
VOR Rwy 13³
VOR Rwy 23⁴

¹NA when control tower closed.

²ILS, Category E, 900-2¾. LOC, Category E,
900-2¾.

³Category A,B, 1000-2; Category C, 1000-2¾;
Category D, 1000-3.

⁴Categories A,B, 1300-2; Categories C,D,
1300-3.

MOBILE, AL
MOBILE DOWNTOWN **ILS or LOC Rwy 32¹**
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 32²
RNAV (GPS) Rwy 36²
VOR Rwy 32²

¹NA when control tower closed.

²NA when local weather not available.

MOBILE RGNL **ILS or LOC Rwy 14**
ILS or LOC Rwy 32
NA when control tower closed.

MONTGOMERY, AL
MONTGOMERY RGNL
(DANNELLY FIELD) **ILS or LOC Rwy 10**
ILS or LOC Rwy 28
NDB Rwy 10
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when control tower closed.

MOULTRIE, GA
MOULTRIE MUNI **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS
ROME, GA
RICHARD B. RUSSELL **ILS/DME Rwy 1¹**
RNAV (GPS) Rwy 1¹²
RNAV (GPS) Rwy 7¹²
RNAV (GPS) Rwy 19¹²
RNAV (GPS) Rwy 25¹²
VOR/DME Rwy 1¹²
VOR/DME Rwy 19²³

¹Category D, 800-2¾.

²NA when local weather not available.

³Category C, 800-2¾; Category D, 800-2½.

SAVANNAH, GA
SAVANNAH HILTON
HEAD INTL **ILS or LOC Rwy 1¹²**
ILS or LOC Rwy 10¹²
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Z Rwy 28
VOR/DME-A³
VOR/DME or TACAN Rwy 1³
VOR/DME or TACAN Rwy 19³

NA when local weather not available.

¹NA when control tower closed.

²Category D, 700-2.

³Category E, 900-3.

STATESBORO, GA
STATESBORO-BULLOCH
COUNTY **RNAV (GPS) Rwy 32**
NA when local weather not available.
Category D, 800-2¾.

SWAINSBORO, GA
EMANUEL COUNTY **LOC/NDB Rwy 13**
NDB Rwy 13
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME-A
NA when local weather not available.

SYLACAUGA, AL
MERKEL FIELD SYLACAUGA MUNI **NDB-A¹**
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 27²
¹Categories A,B, 1000-2; Category C,
1000-2¾; Category D, 1100-3.
²Category C, 800-2¾; Category D, 1100-3.

SYLVANIA, GA
PLANTATION AIRPARK **NDB Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS

TALLADEGA, AL

TALLADEGA MUNI RNAV (GPS) Rwy 3¹
RNAV (GPS) Rwy 21¹
VOR-A²
VOR/DME Rwy 3¹

NA when local weather not available.

¹Category D, 800-2¼.

²Category C, 800-2¼; Category D, 800-2¼.

THOMASTON, GA

THOMASTON-UPSON

COUNTY RNAV (GPS) Rwy 12
NA when local weather not available.

TROY, AL

TROY MUNI ILS or LOC Rwy 7¹
NDB Rwy 7
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 32

NA when local weather not available.

¹NA when control tower closed.

TUSCALOOSA, AL

TUSCALOOSA RGNL ILS Rwy 4¹²
RNAV (GPS) Rwy 4³
RNAV (GPS) Rwy 11³
RNAV (GPS) Rwy 22³
RNAV (GPS) Rwy 29³
VOR or TACAN Rwy 4¹

¹NA when control tower closed.

²700-2.

³NA when local weather not available.

VALDOSTA, GA

VALDOSTA RGNL ILS or LOC Rwy 35¹
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR Rwy 35

NA when local weather not available.

¹ILS, LOC, Category E, 900-3.

NAME ALTERNATE MINIMUMS

VIDALIA, GA

VIDALIA RGNL RNAV (GPS) Rwy 24
NA when local weather not available.

WAYCROSS, GA

WAYCROSS-WARE

COUNTY RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36¹

NA when local weather not available.

¹Category D, 800-2¼.

WINDER, GA

NORTHEAST GEORGIA

RGNL RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

AUGUSTA, GA

Amdt.8, June 10, 2006 (FAA)

ELEV 145

AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	17		AB	660 /24	515 (600-½)	C	660 /50	515 (600-1)
			D	660 /60	515 (600-1¼)			
	35		AB	700 /24	564 (600-½)	C	700 /50	564 (600-1)
			D	700 /60	564 (600-1¼)			
CIRCLING			AB	780 -1	635 (700-1)	C	780 -1¼	635 (700-1¼)
			D	780 -2	635 (700-2)			

When control tower closed, procedure NA.

AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA)

ELEV 423

DANIEL FIELD

RADAR- 126.8 270.3 ▽ ▲ NA


	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	29		AB	860 -1	438 (500-1)	C	860 -1¼	438 (500-1¼)
			D	860 -1½	438 (500-1½)			
	11		AB	920 -1	498 (500-1)	C	920 -1¼	498 (500-1¼)
			D	920 -1½	498 (500-1½)			
CIRCLING			AB	920 -1	498 (500-1)	C	920 -1½	498 (500-1½)
			D	1020 -2	597 (600-2)			

When Augusta control tower not in operation, procedure not authorized.
Tower 607 MSL 2333' north of Rwy 29.

RADAR INSTRUMENT APPROACH MINIMUMS

CAIRNS AAF (KOZR), AL (Fort Rucker) (Orig A 09071 USA)

ELEV 301

RADAR¹ - (E) (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°)
(121.1 319.25 341°-020°)  **NA**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	6 ²	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6 ²		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

¹Vis reduction by copters NA. ²When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.

DOBBINS ARB (KMGE), GA (Marietta) (Amdt 2, 09183 USAF)

RADAR¹ - Ctc ATLANTA APP CON (E) 121.0 268.7 

ELEV 1068

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ²	29 ³	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
	11 ⁴	3.0°/48/1152	ABCDE	1461/40	393	(400-¾)
ASR	11 ⁶		AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29 ⁵		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR ⁷	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

¹Opr 1200-0400Z++. ²No-NOTAM MP 1100-1530Z++ Mon-Tue. ³When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. ⁴When ALS inop, increase RVR to 60 and vis to 1¼ miles. ⁵When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. ⁶When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. ⁷CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

RADAR INSTRUMENT APPROACH MINIMUMS

HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41

RADAR - (E) 127.65 143.2 307.125 317.475  **NA** Pro NA when Hunter Ctl Twr clsd.

				DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
RADAR 1 (SAVANNAH) ^{1 2}						
ASR	RWY 10 ³	GS/TCH/RPI	CAT AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR ⁴	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
RADAR 2 (HUNTER) ⁵						
PAR	10 ⁶	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)


Opr 1100-0500Z++. ²Wx radar avbl. ³For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. ⁴Circling NA N of Rwy 10-28 for CAT D. ⁵Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. ⁶Inop table does not apply to ALSF.

HUNTSVILLE, AL

Amdt 9A, JUN 30, 2006 (FAA)

ELEV 629

HUNTSVILLE INTL-CARL T. JONES FIELD

RADAR- 125.6 354.1 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS		CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	
ASR	36R		AB	1000- ¹ / ₂	405	(500- ¹ / ₂)	C	1000- ¹ / ₄	405	(500- ³ / ₄)
			DE	1000-1	405	(500-1)				
	36L		ABC	960- ¹ / ₂	345	(400- ¹ / ₂)	DE	960-1	345	(400-1)
	18R		AB	1060/24	431	(500- ¹ / ₂)	C	1060/40	431	(500- ³ / ₄)
			DE	1060/50	431	(500-1)				
	18L		AB	1160- ¹ / ₂	551	(600- ¹ / ₂)	C	1160-1	551	(600-1)
			D	1160-1 ¹ / ₄	551	(600-1 ¹ / ₄)	E	1160-1 ¹ / ₂	551	(600-1 ¹ / ₂)
CIRCLING			AB	1160-1	531	(600-1)	C	1160-1 ¹ / ₂	531	(600-1 ¹ / ₂)
			D	1240-2	611	(700-2)	E	1240-2 ¹ / ₄	611	(700-2 ¹ / ₄)

Category E circling not authorized East of Rwy 18L/36R.

For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to ¹/₄ mile.

For inoperative MALSR, increase S-ASR 18L, Cat E visibility ¹/₂ mile, S-ASR 36R Cat D visibility ¹/₄ mile, Cat E ¹/₂ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

RADAR INSTRUMENT APPROACH MINIMUMS

LAWSON AAF(KLSF), (FORT BENNING), GA (Columbus) (Amdt2,07074USA) **ELEV232**

RADAR¹ - Ctc ATLANTA APP CON (E) (125.5 323.1 241°-360°) (126.55 353.75 001°-150°)

(126.025 285.525 151°-240°)   NA When tower closed.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
RADAR 2 (ATLANTA)						
ASR	33 ²		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR ³	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

¹Opr 1300-2100Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. ²For inop SALSF, increase CAT D vis to 2 miles. ³Cir NA E of Rwy 15-33.

MAXWELL AFB (KMXF), AL (Montgomery) (06271 USAF)

ELEV 171

RADAR¹ - 121.2 363.025S 380.225N 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR ²	15 ⁴		ABCD	560/40	389	(400-¾)
	33		AB	800-1¼	634	(700-1¼)
			C	800-1¾	634	(700-1¾)
			D	800-2	634	(700-2)
CIR ³	15		AB	680-1¼	509	(600-1¼)
			C	680-1½	509	(600-1½)
			D	740-2	569	(600-2)
	33		AB	800-1¼	629	(700-1¼)
			C	800-1¾	629	(700-1¾)
			D	800-2	629	(700-2)

¹Opr 1400-0350Z++. ²5 min PN rqr for practice ASR apch. ³Cir not auth E of Rwy 15-33. ⁴When ALS inop, increase CAT ABCD RVR to 60 and vis to 1¼ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

MOBILE, AL MOBILE RGNL RADAR- 118.5 269.3

Amdt. 4A, JUL 6, 2006 (FAA)

ELEV 218

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	32		AB	660 -½	441 (500-½)	C	660 -¾	441 (500-¾)
			DE	660 -1	441 (500-1)			
	14		AB	640 /24	425 (500-½)	C	640 /40	425 (500-¾)
			DE	640 /50	425 (500-1)			
CIRCLING			AB	680 -1	461 (500-1)	C	680 -1½	461 (500-1½)
			D	780 -2	561 (600-2)		NA	

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALSRS.

For inoperative MALSRS, increase S-32 Category E visibility to 1½ miles.

MONTGOMERY, AL MONTGOMERY RGNL (DANNELLY FIELD) RADAR- 121.2 380.225 ▽

Amdt. 8A, SEP 15, 1993 (FAA)

ELEV 221

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	10		ABC	600 /40	381 (400-¾)	DE	600 /50	381 (400-1)
			ABC	620 -¾	423 (400-¾)			423 (400-1)
CIRCLING			AB	680 -1	459 (500-1)	C	680 -1½	459 (500-1½)
			DE	780 -2	559 (600-2)			

Procedure NA when control tower closed.

Category E circling NA north of runway 10-28.

Category D S-28 visibility increased ¼ mile for inoperative MALSRS.

Category E S-28 visibility increased ½ mile for inoperative MALSRS.

Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSRS.

REDSTONE AAF (KHUA), AL (Redstone Arsenal) (Amdt 1A, 09127 USA) RADAR¹- (E) (125.6 354.1E) (118.05 239.0W) ▽ ▲ NA

ELEV 684

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	17 ²³	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

¹GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. ²When approach lights inoperative, increase CAT A, B visibility ¼ mile. ³When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

RADAR INSTRUMENT APPROACH MINIMUMS

ST MARYS, GA

Amdt 2, SEP 30, 2004 (FAA)

ELEV 24

ST MARYS

RADAR- 127.0 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	4		A	640-1	617 (700-1)	B	640-1½	617 (700-1½)
			C	640-1¾	617 (700-1¾)			
CIRCLING			AB	680-1½	656 (700-1½)	C	680-1¾	656 (700-1¾)

Use Jacksonville, FL, Jacksonville Intl altimeter setting.

TROY, AL

Amdt. 8, JAN 15, 2009 (FAA)

ELEV 398

TROY MUNI

RADAR¹- 121.1 319.25 ▽

	RWY	GS/TCH/GPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
PAR	7	2.9/51/1007	ABCD	592-¾	200 (200-¾)			
ASR	7		AB	960-1	568 (600-1)	C	960-1½	568 (600-1½)
			D	960-1¾	568 (600-1¾)			
CIRCLING			AB	960-1	562 (600-1)	C	960-1½	562 (600-1½)
			D	980-2	582 (600-2)			

When control tower closed, procedure not authorized. ASR utilizes PAR without glideslope.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ADEL, GA

COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5**, multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15**, multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL. Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23**, multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33**, multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

NAME TAKE-OFF MINIMUMS

ALABASTER, AL

SHELBY COUNTY (EET)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1¼. **Rwy 34**, 300-1 w/min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34**, for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16**, rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34**, rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.



ALBANY, GA**SOUTHWEST GEORGIA RGNL**

TAKE-OFF MINIMUMS: **Rwy 34**, 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 700 before turning left. **Rwy 34**, climb heading 344° to 700 before turning right.

NOTE: **Rwy 4**, multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' right of centerline, up to 79' AGL/275' MSL. **Rwy 16**, multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22**, tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL. **Rwy 34**, multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

ALBERTVILLE, AL**ALBERTVILLE RGNL/THOMAS J BRUMLIK FIELD**

NOTE: **Rwy 5**, trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23**, trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

ALEXANDER CITY, AL**THOMAS C. RUSSELL FIELD**

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1500 before turning on course.

ALMA, GA**BACON COUNTY**

NOTE: **Rwy 33**, trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

AMERICUS, GA**SOUTHER FIELD**

NOTE: **Rwy 5**, vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9**, trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23**, trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27**, vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

ANDALUSIA/OPP, AL**SOUTH ALABAMA RGNL AT BILL BENTON FIELD**

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29**, multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

ANNISTON, AL**ANNISTON METROPOLITAN (ANB) AMDT 6 08101 (FAA)**

DEPARTURE PROCEDURE: **Rwy 5**, Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23**, Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5**, tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23**, tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.

ATHENS, GA

ATHENS/BEN EPPS (AHN)

AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2**, trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL.

Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9**, tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20**, trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy 27**, trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

ATLANTA, GA

COBB COUNTY-MCCOLLUM FIELD (RYY)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1¼ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27**, 300-1¼.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 1900 before proceeding south. **Rwy 27**, climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9**, trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27**, multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up to 100' AGL/1259' MSL.

ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L**, 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R**, 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R**, std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1700 before proceeding on course. **Rwy 16**, climb heading 159° to 2000 before proceeding on course. **Rwy 20L**, climb heading 150° to 3100 before proceeding on course. **Rwy 20R**, climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27**, climb heading 268° to 1800 before proceeding on course. **Rwy 34**, for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2L**, terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL/1115' MSL. Windsock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R**, trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9**, vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16**, trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/1017' MSL. Windsock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L**, trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R**, trees beginning 25' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27**, vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34**, vehicles beginning 873' from departure end of runway, left and right of centerline, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61' AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.

ATLANTA, GA (CON'T)

FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14**, 400-1. **Rwy 32**, 700-3 or std. with a min. climb of 290' per NM to 1600.

Rwys 26, 27, 500-1 or std. with a min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 8, 9**, left turn, climb via heading 060° to 3100 before proceeding on course.

Rwy 14, climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course.

Rwys 26, 27, 32, climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

ATLANTA, GA (CON'T)

HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R**, 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L**, 300-1½ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 8R**, climb heading 092° to 1500 before turning right. **Rwy 9L**, climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L**, multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL.

Rwy 8R, Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L**, rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10**, tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL.

Rwy 26L, tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R**, multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL.

Rwy 27L, hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R**, tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL.

Rwy 28, catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

ATLANTA, GA (CONT.)**NEWMAN-COWETA COUNTY**

DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn via heading 270° to 2100 before proceeding on course.

NOTE: **Rwy 32**, tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

PEACHTREE CITY-FALCON FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1.

ATMORE, AL**ATMORE MUNI**

NOTE: **Rwy 18**, vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

AUBURN, AL**AUBURN-OPELIKA ROBERT G. PITTS**

NOTE: **Rwy 18**, multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29**, multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36**, multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

AUGUSTA, GA**AUGUSTA RGNL AT BUSH FIELD (AGS)****AMDT 13 09071 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½ for climb in visual conditions. **Rwy 26**, 300-1 ¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8**, for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17**, climb heading 172° to 900 before turning east. **Rwy 26**, climb heading 262° to 1000 before turning east. **Rwy 35**, climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8**, numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17**, numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26**, numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

AUGUSTA, GA (CON'T)**DANIEL FIELD (DNL)****AMDT 5 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. w/ min. climb of 385' per NM to 800. **Rwy 23**, 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 214° to 1300 before turning west. **Rwy 29**, climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5**, rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11**, hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23**, tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29**, numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 31' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.

BAINBRIDGE, GA

DECATUR COUNTY INDUSTRIAL AIR PARK
(BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14**, trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27**, trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

BAXLEY, GA

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26**, climb heading 259° to 800 before turning north.

NOTE: **Rwy 8**, trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26**, trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

BAY MINETTE, AL

BAY MINETTE MUNI

NOTE: **Rwy 8**, brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26**, trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

BESSEMER, AL

BESSEMER

NOTE: **Rwy 5**, numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23**, terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6**, 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18**, 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36**, 800-2.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 1700 before turning on course. **Rwy 18**, climb runway heading to 2100 before turning on course.

Rwy 24, climb runway heading to 2100 before turning on course. **Rwy 36**, climb runway heading to 1700 before turning on course.

BLAKELY, GA

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL.

Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23**, trees beginning at departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628' right of centerline, up to 17' AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

BREWTON, AL

BREWTON MUNI

TAKE-OFF MINIMUMS: **Rwys 12, 24**, 300-1.

DEPARTURE PROCEDURE: **All runways**, climb runway heading to 400 before turning southbound.

BRUNSWICK, GA

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline, 38' AGL/57' MSL. **Rwy 25**, multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50' AGL/74' MSL.

MALCOLM-MCKINNON

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34**, 400-1.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 400 before turning west.

BUTLER, AL

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11**, multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29**, multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

BUTLER, GA

BUTLER MUNI

NOTE: **Rwy 18**, numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.

CAIRNS AAF (KOZR)

FORT RUCKER, AL ORIG, 09127

Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2:

Standard. All other helipads, NA.

DEPARTURE PROCEDURE: Helipad C: Climb heading 178° to 1000 before proceeding on course.**Helipad G:** Climb heading 178° to 1000 before proceeding on course.

TAKE-OFF OBSTACLES: Rwy 6: Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75' AGL/344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

CAIRO, GA

CAIRO-GRADY COUNTY (70J)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: STANDARD

CALHOUN, GA

TOM B. DAVID FIELD

TAKE-OFF MINIMUMS: Rwy 17, 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

DEPARTURE PROCEDURE: Rwy 17, climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

NOTE: Rwy 17, tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL.

Rwy 35, two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: Rwy 8, climb heading 081° to 1100 before turning right.

NOTE: Rwy 8, trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

CANON, GA

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, 400-2¼ or std. w/ min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: Rwy 8, trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

CANTON, GA

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. w/ min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/ min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: Rwy 4, for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

NOTE: Rwy 4, trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

CARROLLTON, GA

WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 35, 300-1 or std. w/ min. climb of 276' per NM to 1400.

DEPARTURE PROCEDURE: Rwy 35, climb heading 348° to 1800 before turning east.

NOTE: Rwy 17, trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL. Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL. Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.

CARTERSVILLE, GA**CARTERSVILLE**

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2¼ or std. w/ min. climb of 361' per NM to 1300. **Rwy 19**, 400-2½ or std. w/ min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 007° to 2300 before proceeding on course. **Rwy 19**, climb heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1**, trees beginning 24' from departure end of runway, 236' left of centerline, up to 74' AGL/798' MSL. Brush 199' from departure end of runway, 160' right of centerline, 26' AGL/756' MSL. Tree 1253' from departure end of runway, 641' right of centerline, 69' AGL/808' MSL. Trees beginning 8789' from departure end of runway, 2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19**, terrain 194' from departure end of runway, 466' left of centerline, 0' AGL/775' MSL. Trees beginning 2357' from departure end of runway, 44' left of centerline, up to 80' AGL/1079' MSL. Trees beginning 2312' from departure end of runway, 119' right of centerline, up to 80' AGL/1019' MSL.

CEDARTOWN, GA**POLK COUNTY AIRPORT - CORNELIUS****MOORE FIELD (4A4)****ORIG 09099 (FAA)**

NOTE: **Rwy 9**, trees beginning 0' from DER, 340' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 200' from DER, 204' left of centerline, up to 100' AGL/1059' MSL. **Rwy 27**, trees beginning 0' from DER, 310' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 279' from DER, 414' left of centerline, up to 100' AGL/1059' MSL. Powerline 1407' from DER, 643' right of centerline, 65' AGL/1012' MSL.

CENTRE, AL**CENTRE MUNI**

DEPARTURE PROCEDURE: **Rwy 27**, climb on runway heading to 1500 before turning left.

CENTRE-PIEDMONT CHEROKEE COUNTY**RGNL (PYP)****ORIG 08101 (FAA)**

DEPARTURE PROCEDURE: **Rwy 7**, Climb heading 067° to 1400 before turning South. **Rwy 25**, Climb heading 247° to 2500 before turning South.

NOTE: **Rwy 7**, multiple trees beginning 1481' from departure end of runway, 456' right of centerline up to 100' AGL/709' MSL. Multiple trees beginning 2273' from departure end of runway, 434' left of centerline up to 100' AGL/689' MSL. **Rwy 25**, multiple trees beginning 2780' from departure end of runway, 245' right of centerline up to 100' AGL/689' MSL. Tree 3093' from departure end of runway, 516' left of centerline 100' AGL/679' MSL.

CENTREVILLE, AL**BIBB COUNTY (0A8)****ORIG 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1¼ or std. w/ min. climb of 330' per NM to 600. **Rwy 28**, 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 097° to 1000 before turning left.

NOTE: **Rwy 10**, brush 430' from departure end of runway, 42' right of centerline, 48' AGL/268' MSL. Trees beginning 4800' from departure end of runway, 1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28**, trees beginning at departure end of runway, 239' left of centerline, up to 100' AGL/339' MSL. Trees beginning at departure end of runway, 309' right of centerline, up to 100' AGL/499' MSL.

CLANTON, AL**GRAGG-WADE FIELD**

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 200-1 or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1000 before turning on course.

CLAXTON, GA**CLAXTON-EVANS COUNTY (CWV)****ORIG 08269 (FAA)**

NOTE: **Rwy 9**, trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/199' MSL. **Rwy 27**, trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/229' MSL. Vehicles on highway beginning 236' from departure end of runway, left and right of centerline, up to 17' AGL/136' MSL.

CLAYTON, AL**CLAYTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 9**, 400-1 or std. with a min. climb of 350' per NM to 1000. **Rwy 27**, 400-1 or std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning.

COCHRAN, GA

COCHRAN (48A)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1¾ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 1700 before turning left. **Rwy 11**, climb heading 107° to 1200 before turning left. **Rwy 23**, climb heading 229° to 900 before proceeding on course. **Rwy 29**, climb heading 287° to 900 before turning right.

NOTE: **Rwy 5**, trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11**, mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23**, road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29**, ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.

COLUMBUS, GA

COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24**, 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31**, 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 056° to 1400 before turning southbound. **Rwy 13**, climb via heading 070° to 1900 before turning southbound. **Rwy 24**, climb via heading 280° to 1900 before turning southeastbound. **Rwy 31**, climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6**, multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13**, antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24**, multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Tree 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31**, multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.

CORDELE, GA**CRISP COUNTY-CORDELE**

NOTE: **Rwy 5**, multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10**, multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23**, multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28**, multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

CORNELIA, GA**HABERSHAM COUNTY**

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 240' per NM to 1900.

NOTE: **Rwy 6**, tower 1.22 NM from departure end of runway, 249' right of centerline, 380' AGL/1656' MSL. Tank, 1.62 NM northeast of departure end of runway, 2391' right of centerline, 177' AGL/1746' MSL.

COURTLAND, AL**LAWRENCE COUNTY (9A4)****ORIG 09099 (FAA)**

NOTE: **Rwy 31**, trees 4244' from DER, 888' right of centerline, 100' AGL/699' MSL.

COVINGTON, GA**COVINGTON MUNI (9A1)****AMDT 1 08325 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1 or std. w/min. climb of 259' per NM to 1100.

NOTE: **Rwy 10**, terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28**, trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

CULLMAN, AL**FOLSOM FIELD**

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1. **Rwy 20**, 300-1.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1500 before turning on course.

DALLAS, GA**PAULDING COUNTY RGNL (PUJ)****ORIG 09071 (FAA)**

NOTE: **Rwy 13**, trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31**, trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

DALTON, GA**DALTON MUNI**

DEPARTURE PROCEDURE: **Rwy 14**, climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32**, climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32**, numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

DAWSON, GA**DAWSON MUNI**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 270' per NM to 600.

DECATUR, AL**PRYOR FIELD RGNL**

NOTE: **Rwy 18**, multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36**, tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

DEMOPOLIS, AL**DEMOPOLIS MUNI (DYA)****AMDT 1 09071 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. w/min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22**, trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Water tank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

DOBBINS ARB (KMGE)

MARIETTA, GA AMDT 3, 09183

Rwy 29, 900-3*

*Or standard with minimum climb of 290/NM to 2300.

TAKE-OFF OBSTACLES: **Rwy 29:** 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11:** 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

DONALSONVILLE, GA

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

NOTE: **Rwy 18**, trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL.

Rwy 36, trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.

DOTHAN, AL

DOTHAN RGNL (DHN)

ORIG 08101 (FAA)

NOTE: **Rwy 18**, trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32**, trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. REILs beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36**, trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

DOUGLAS, GA

DOUGLAS MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 230' per NM to 1000.

NOTE: **Rwy 4**, tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

DUBLIN, GA

W. H. "BUD" BARRON

NOTE: **Rwy 2**, trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20**, trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14**, trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32**, trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

EASTMAN, GA

HEART OF GEORGIA RGNL

NOTE: **Rwy 2**, trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20**, trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.

ELBERTON, GA

ELBERT COUNTY-PATZ FIELD (27A)

ORIG 08325 (FAA)

NOTE: **Rwy 10**, tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28**, tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.

ENTERPRISE, AL

ENTERPRISE MUNI (EDN)

ORIG 09239 (FAA)

NOTE: **Rwy 5**, trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL.

Rwy 23, trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

EUFAULA, AL

WEEDON FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1000 before turning westbound.

EVERGREEN, AL

MIDDLETON FIELD (GZH)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1¾ or std. w/ min. climb of 260' per NM to 600.DEPARTURE PROCEDURE: **Rwy 19**, climb heading 183° to 800 before turning left.

NOTE: **Rwy 1**, trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10**, trees and terrain beginning 41' from departure end of runway, 21' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19**, trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL. **Rwy 28**, tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL, trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

FAIRHOPE, AL

H L SONNY CALLAHAN

NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

FAYETTE, AL

RICHARD ARTHUR FIELD (M95)

AMDT 1 08045 (FAA)

NOTE: **Rwy 18**, 300-1¾ or std. w/ min. climb of 349' per NM to 700. **Rwy 36**, 300-1 or std. w/ min. climb of 306' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 183° to 1200 before proceeding on course.

NOTE: **Rwy 18**, terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36**, tower 39' from departure end of runway, 341' left of centerline, 40' AGL/399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/370' MSL.

FITZGERALD, GA

FITZGERALD MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 500-1.DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 900 before turning right.**FLORALA, AL**

FLORALA MUNI (0J4)

ORIG 09183 (FAA)

NOTE: **Rwy 4**, trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22**, trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

FOLEY, AL

FOLEY MUNI (5R4)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36**, trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

FORT PAYNE, AL

ISBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2 or std. with a min. climb of 375' per NM to 1500. **Rwy 22**, 600-3 or std. with a min. climb of 265' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 4, 22**, climb runway heading to 2000 before turning on course.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/MIDCOAST
RGNL (LHW)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L**, NA-Obstacles.

NOTE: **Rwy 6L**, trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L**, trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R**, trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R**, trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

GADSDEN, AL

NORTHEAST ALABAMA RGNL (GAD)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 290' per NM to 2200 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 061° to 1300 before proceeding on course. **Rwy 18**, for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24**, climb heading 241° to 2000 before proceeding on course. **Rwy 36**, climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18**, trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24**, trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36**, trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.

GAINESVILLE, GA

LEE GILMER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 311' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 055° to 2100 before proceeding on course. **Rwy 11**, climb heading 110° to 1900 before turning north. **Rwy 23**, climb heading 224° to 2700 before turning south.

NOTE: **Rwy 5**, multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL.

Rwy 11, trees 770' from departure end of runway, on centerline, 60' AGL/1317' MSL. **Rwy 23**, multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29**, trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

GREENSBORO, GA

GREENE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24**, 400-2 or std. with a min. climb of 380' per NM to 1000.

GREENVILLE, AL

MAC CRENSHAW MEMORIAL

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course, **Rwy 32**, climb via heading 322° to 900 before proceeding on course.

NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

GRIFFIN, GA

GRIFFIN-SPALDING COUNTY

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1200 before turning left.

GULF SHORES, AL

JACK EDWARDS

NOTE: **Rwy 17**, multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27**, multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 175' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35**, multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

GUNTERSVILLE, AL**GUNTERSVILLE MUNI-JOE STARNES FIELD**

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/min. climb of 334' per NM to 2500 or 1100-2½ for climb in visual conditions. **Rwy 21**, std. w/min. climb of 496' per NM to 2500, or 300-1½ w/min. climb of 274' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21**, climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 3**, multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL.

Rwy 21, multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/859' MSL.

HALEYVILLE, AL**POSEY FIELD**

TAKE-OFF MINIMUMS: **Rwys 18,36**, 200-1.

HAMILTON, AL**MARION COUNTY-RANKIN FITE**

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1. **Rwy 36**, 500-1.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1500 before making turn.

HAMPTON, GA**CLAYTON COUNTY-TARA FIELD**

NOTE: **Rwy 6**, trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24**, trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.

HANCHEY AHP (KHEY)

FORT RUCKER, AL. ORIG, 08325

Rwy 17, 35 standard.

All Helipads NA - ATC.

DEPARTURE PROCEDURE: **Rwy 17**: Climb hdg 182° to 800 before proceeding on course. **Rwy 35**: Climb hdg 002° to 800 before proceeding on course.

HARTSELLE, AL**HARTSELLE-MORGAN COUNTY RGNL**

TAKE-OFF MINIMUMS: **Rwy 36**, 500-2½ or std. with a min. climb of 260' per NM to 1200.

NOTE: **Rwy 18**, trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36**, trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

HAZLEHURST, GA**HAZLEHURST (AZE)**

ORIG 08157 (FAA)

NOTE: **Rwy 14**, trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL. **Rwy 32**, trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

HEADLAND, AL**HEADLAND MUNI**

NOTE: **Rwy 9**, trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27**, road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

HUNTER AAF (KSVN) AMDT 2 03191**SAVANNAH, GA**

. **Rwy 28**, 300-1*

* Or standard with minimum climb of 340'/NM to 400.

Rwy 28, climbing left turn hdg 230° to 1700 before proceeding on course.

HUNTSVILLE, AL**HUNTSVILLE INTL-CARL T. JONES FIELD**

DEPARTURE PROCEDURE: **Rwys 36L/R**, climb runway heading to 800 before turning.

MADISON COUNTY EXECUTIVE/TOM SHARP JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18**, climbing left turn heading 360° to 1500 before turning on course. **Rwy 36**, climb runway heading to 1500 before turning on course.

NOTE: **Rwy 36**, tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

JASPER, AL**WALKER COUNTY-BEVILL FIELD**

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning south.

JASPER, GA**PICKENS COUNTY**

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1 or std. w/min. climb of 255' per NM to 1800, or alternatively, w/standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 163° to 3000 before turning. **Rwy 34**, climb heading 343° to 3100 before turning.

NOTE: **Rwy 16**, numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34**, pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

JEFFERSON, GA**JACKSON COUNTY (19A)****AMDT 2 09295 (FAA)**

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 168° to 2500 before turning. **Rwy 35**, climb heading 348° to 2500 before turning.

NOTE: **Rwy 17**, scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pylons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35**, trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

JEKYLL ISLAND, GA**JEKYLL ISLAND (09J)****ORIG 08045 (FAA)**

NOTE: **Rwy 18**, Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

JESUP, GA**JESUP-WAYNE COUNTY (JES)****ORIG 09295 (FAA)**

NOTE: **Rwy 11**, trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29**, trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

LAFAYETTE, GA**BARWICK LAFAYETTE (9A5)****AMDT 1 09015 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 20**, 500-3 or std. w/min. climb of 465' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 2200 before proceeding on course. **Rwy 20**, climb heading 202° to 2300 before proceeding on course.

NOTE: **Rwy 2**, train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL. Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20**, train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

LAGRANGE, GA**LAGRANGE-CALLAWAY**

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

LANETT, AL**LANETT MUNI**

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. with a min. climb of 500' per NM to 900.

LAWRENCEVILLE, GA**GWINNETT COUNTY-BRISCOE FIELD**

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. with a min. climb of 380' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 1400 before turning left.

LAWSON AAF, (KLSF)**FORT BENNING (COLUMBUS), GA . . .**

07158

Rwy 15, Standard
Rwy 33, 400-2*

*Or standard with minimum climb of 300'/NM to 1000. **Rwy 15**, climb via heading 150° to 2000 before turning left.

Rwy 33, Climb via heading 330° to 1000 before turning right.

TAKE-OFF OBSTACLES:

NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.

NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

LOWE AHP (KLOR)

FORT RUCKER, AL. ORIG, 09211

Helipad 6L, 24R, 18R, ECHO, BRAVO standard.

All other helipads NA.

DEPARTURE PROCEDURE: Helipad 6L: Climb hdg 063° to 700 before proceeding on course. Helipad 24R:

Climb hdg 243° to 700 before proceeding on course.

Helipad 18R: Hover at 274' MSL/30' AGL, then climb

hdg 183° to 700 before proceeding on course. Helipad

ECHO: Climb hdg 125° to 700 before proceeding on

course. Helipad BRAVO: Hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

MACON, GA

MACON DOWNTOWN

TAKE-OFF MINIMUMS: Rwy 15, 500-1 or std. with a min. climb of 470' per NM to 1000.

DEPARTURE PROCEDURE: Rwy 10, climb runway heading to 1100 before turning north. Rwy 15, climb runway heading to 1400 before turning south.)

MACON, GA (CON'T)

MIDDLE GEORGIA RGNL

TAKE-OFF MINIMUMS: Rwy 5, std. with a min. climb of 210' per NM to 1500, or 1300-2½ for climb in visual conditions. Rwy 23, 300-1¼ or std. with a min. climb of 204' per NM to 700.

DEPARTURE PROCEDURE: Rwy 5, for climb in visual conditions: Cross Middle Georgia Rgnl at or above 1200.

NOTE: Rwy 5, aircraft equipment 111' from departure end of runway, 506' right of centerline, 12' AGL/364' MSL. Antenna on building 525' from departure end of runway, 308' right of centerline, 16' AGL/371' MSL, railroad 837' from departure end of runway, 580' right of centerline, 25' AGL/383' MSL. Railroad 999' from departure end of runway, 8' right of centerline, 25' AGL/383' MSL. Tree 1151' from departure end of runway, 372' left of centerline, 49' AGL/407' MSL, pole 1076' from departure end of runway, 653' left of centerline, 36' AGL/397' MSL. Tree 1216' from departure end of runway, 587' left of centerline, 52' AGL/413' MSL. Tree 2378' from departure end of runway, 847' left of centerline, 67' AGL/432' MSL. Tree 2577' from departure end of runway, 730' left of centerline, 78' AGL/436' MSL, 2669' from departure end of runway, 470' left of centerline, 66' AGL/431' MSL. Tree 2944' from departure end of runway, 674' right of centerline, 80' AGL/432' MSL. Rwy 13, tree 280' from departure end of runway, 355' left of centerline, 48' AGL/390' MSL. Tree 389' from departure end of runway, 425' left of centerline, 47' AGL/389' MSL. Railroad 529' from departure end of runway, 290' left of centerline, 31' AGL/529' MSL. Tree 711' from departure end of runway, 537' left of centerline, 87' AGL/429' MSL, tree 996' from departure end of runway, 534' left of centerline, 85' AGL/427' MSL. Tree 1022' from departure end of runway, 402' left of centerline, 80' AGL/418' MSL. Tree 1216' from departure end of runway, 283' left of centerline, 62' AGL/400' MSL, tree 2154' from departure end of runway, 138' right of centerline, 69' AGL/401' MSL, tree 2577' from departure end of runway, 286' right of centerline, 82' AGL/411' MSL. Rwy 23, tree 7' from departure end of runway, 367' right of centerline, 71' AGL/342' MSL. Tree 202' from departure end of runway, 477' left of centerline, 51' AGL/340' MSL. Tree 1719' from centerline, 355' left of centerline, 69' AGL/380' MSL. Tree 1803' from departure end of runway, 662' left of centerline, 97' AGL/383' MSL. Tree 1.5 NM from departure end of runway, 984' left of centerline, 98' AGL/564' MSL. Rwy 31, tree 925' from departure end of runway, 151' left of centerline, 66' AGL/391' MSL. Tree 1140' from departure end of runway, 399' left of centerline, 76' AGL/398' MSL, tree 1658' from departure end of runway, 480' right of centerline, 76' AGL/398' MSL. Tree 2158' from departure end of runway, 587' left of centerline, 89' AGL/423' MSL. Tree 2180' from departure end of runway 189' left of centerline, 92' AGL/424' MSL. Tree 2618' from departure end of runway, 55' left of centerline, 84' AGL/429' MSL.

MAXWELL AFB (KMXF)

MONTGOMERY, AL AMDT 3, 09183

Rwy 15, 200-1¼

With minimum climb of 280 ft/NM to 1400.*

* Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15**: Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.

MCRAE, GA

TELFAIR-WHEELER (MQW)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb via heading 206° to 700 before proceeding on course.

NOTE: **Rwy 3**, trees beginning abeam departure end of runway, 189' left of centerline, up to 100' AGL/289' MSL. Powerline left and right of centerline, beginning abeam departure end of runway, 404' left of centerline, up to 79' AGL/313' MSL. Trees beginning abeam departure end of runway, 222' right of centerline, up to 100' AGL/289' MSL. Vehicles on road abeam departure end of runway, 313' right of centerline, 15' AGL/204' MSL. **Rwy 21**, vehicles on road abeam departure end of runway, 301' left of centerline 15' AGL/224' MSL. Trees beginning 1683' from departure end of runway, 164' left of centerline, up to 100' AGL/309' MSL. Vehicles on road 124' from departure end of runway, 524' right of centerline, 15' AGL/224' MSL. Trees beginning 229' from departure end of runway, 530' right of centerline, up to 100' AGL/309' MSL. Vehicles on road 622' from departure end of runway, 222' right of centerline, 15' AGL/234' MSL. Trees beginning 929' from departure end of runway, on centerline, up to 100' AGL/329' MSL.

METTER, GA

METTER MUNI (MHP)

ORIG 08157 (FAA)

NOTE: **Rwy 10**, vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28**, trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.

MILLEDGEVILLE, GA

BALDWIN COUNTY

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 700 before turning. **Rwy 28**, climb runway heading to 1400 before turning right.

MILLEN, GA

MILLEN

NOTE: **Rwy 17**, trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35**, trees 250' from departure end of runway, 50' right of centerline, 70' AGL/308' MSL.

MOBILE, AL

MOBILE DOWNTOWN (BFM)

AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 400-2¼ or std. w/ min. climb of 244' per NM to 500.DEPARTURE PROCEDURE: **Rwy 36**, climb heading 001° to 900 before turning right.

NOTE: **Rwy 18**, trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32**, sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36**, poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

MOBILE RGNL (MOB)

AMDT 1 08101 (FAA)

NOTE: **Rwy 14**, tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18**, multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departure end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36**, multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

MONROE, GA

MONROE-WALTON COUNTY (D73)

AMDT 1 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21**, trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.

MONROEVILLE, AL

MONROE COUNTY (MVC)

ORIG 07354 (FAA)

NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21**, vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.

MONTEZUMA, GA

DR. C.P. SAVAGE SR.

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

NOTE: **Rwy 18**, power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36**, trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

MONTGOMERY, AL

MONTGOMERY RGNL

(DANNELLY FIELD)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-1 or std. with a min. climb of 350' per NM to 400.

MOODY AFB (KVAD)

VALDOSTA, GA. AMDT 1, 08129

DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R**, Cross DER at or above 1' AGL/234' MSL.

TAKE-OFF OBSTACLES: **Rwy 18R**, Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L**, Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R**, Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

MOULTRIE, GA

MOULTRIE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1, or std. with a min. climb of 370' per NM to 500.

OZARK, AL

BLACKWELL FIELD

TAKE-OFF MINIMUMS: **Rwy 30**, 500-1

DEPARTURE PROCEDURE: **Rwy 30**, climb on runway heading to 1000 before turning northbound.

PELL CITY, AL

SAINT CLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1½ or std. w/min. climb of 312' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 202° to 1000 before turning east.

NOTE: **Rwy 3**, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 92' AGL/572' MSL. **Rwy 21**, multiple trees, poles, terrain and building beginning 31' from departure end of runway, left and right of centerline, up to 100' AGL/719' MSL.

PERRY, GA

PERRY-HOUSTON COUNTY (PXE)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.

NOTE: **Rwy 18**, vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36**, trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.

PINE MOUNTAIN, GA

HARRIS COUNTY

TAKE-OFF MINIMUMS: **Rwy 9**, 600-1.

DEPARTURE PROCEDURE: **Rwy 9**, left turn, climb to 2500 on 360° heading before proceeding on course.

PLAINS, GA

PETERSON FIELD (7A9)

ORIG 09267 (FAA)

NOTE: **Rwy 18**, trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36**, trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

PRATTVILLE, AL

PRATTVILLE-GROUBY FIELD

TAKE-OFF MINIMUMS: **Rwy 27**, 400-1 or std. with a min. climb of 600' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning.

REDSTONE AAF (KHUA)

REDSTONE ARSENAL, AL 09043

Rwy 17, 500-3*
Rwy 35**

* Or standard with minimum climb rate of 240/NM to 1500.

** Standard with a minimum climb rate of 240/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17**, climb rwy hdg to 1700 before proceeding on course. **Rwy 35**, climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.

TAKE-OFF OBSTACLES: **Rwy 17**: Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.

REFORM, AL

NORTH PICKINS

TAKE-OFF MINIMUMS: **Rwy 19**, 500-1 or std. with a min. climb of 420' per NM to 800.

NOTE: **Rwy 19**, tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.

REIDSVILLE, GA

SWINTON SMITH FLD AT REIDSVILLE MUNI
DEPARTURE PROCEDURE: **Rwy 11**, climb on runway
heading to 700 before turning left.

ROME, GA**RICHARD B. RUSSELL**

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum
climb of 365' per NM to 2100, or 1500 - 2½ for climb in
visual conditions. **Rwy 25**, standard with minimum climb
of 430' per NM to 1900, or 1500 - 2½ for climb in visual
conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25**, for climb in
visual conditions cross Richard B. Russell airport at or
above 2,000 MSL before proceeding on course. **Rwy 7**,
climb heading 072° to 1400 before proceeding on
course. **Rwy 19**, climb heading 187° to 1400 before
proceeding on course.

NOTE: **Rwy 1**, tree 1,557' from departure end of runway,
490' left of centerline, 42' AGL/671' MSL. Numerous
trees beginning 4,577' from departure end of runway,
250' left of centerline, up to 93' AGL/762' MSL. Tree
3,650' from departure end of runway, 423' right of
centerline, 78' AGL/727' MSL. **Rwy 7**, numerous trees
beginning 103' from departure end of runway, 267' right
of centerline, up to 70' AGL/689' MSL. Numerous trees
beginning 38' from departure end of runway, 110' left of
centerline, up to 72' AGL/609' MSL. Numerous trees
beginning 929' from departure end of runway, 133' right
of centerline, up to 76' AGL/685' MSL. Tree 2,145' from
departure end of runway, 63' right of centerline, 78' AGL/
687' MSL. Numerous trees beginning 1,716' from
departure end of runway, 265' left of centerline, 92' AGL/
691' MSL. **Rwy 19**, bush 91' from departure end of
runway, 290' right of centerline, 3' AGL/642' MSL.
Terrain 301' from departure end of runway, 342' right of
centerline, 646' MSL. Tree 556' from departure end of
runway, 602' right of centerline, 67' AGL/716' MSL. Tree
904' from departure end of runway, 134' left of centerline,
38' AGL/657' MSL. Tree 775' from departure end of
runway, 501' left of centerline, 53' AGL/672' MSL. Tree
3,025' from departure end of runway, 57' right of
centerline, 88' AGL/717' MSL. Tree 2,980' from
departure end of runway, 70' left of centerline 86' AGL/
715' MSL. Numerous trees beginning 2,867' from
departure end of runway, 569' left of centerline, up to 94'
AGL/723' MSL. **Rwy 25**, bush 300' from departure end
of runway, 328' right of centerline, 10' AGL/659' MSL.
Numerous trees beginning 622' from departure end of
runway, 252' right of centerline, up to 76' AGL/725' MSL.
Road 528' from departure end of runway, 9' left of
centerline, 663' AGL. Numerous trees beginning 547'
from departure end of runway, 164' left of centerline, up to
86' AGL/735' MSL. Tree 1,428' from departure end of
runway, 27' left of centerline, 83' AGL/712' MSL. Tree
1,571' from departure end of runway, 35' right of
centerline, 80' AGL/709' MSL. Tree 2,344' from
departure end of runway, 243' right of centerline, 97'
AGL/726' MSL.

RUSSELLVILLE, AL**RUSSELLVILLE MUNI**

TAKE-OFF MINIMUMS: **Rwy 20**, std. w/a min. climb of
451' per NM to 1500, or 400-2 w/a min. climb of 321' per
NM to 1600, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018°
to 1400 before proceeding on course. **Rwy 20**, climb
heading 198° to 1300 before proceeding on course, or for
climb in visual conditions: cross Russellville Muni
airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 592' from departure end of
runway, 200' right of centerline, up to 100' AGL/839' MSL.
Trees beginning 3598' from departure end of runway,
283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20**,
trees beginning 1228' from departure end of runway, 51'
left of centerline, up to 100' AGL/1159' MSL. Trees
beginning 1993' from departure end of runway, 380' right
of centerline, up to 100' AGL/1159' MSL.

ST ELMO, AL**ST ELMO (2R5)****ORIG 08045 (FAA)**

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059°
to 800 before proceeding on course.

NOTE: **Rwy 6**, trees 1499' from departure end of runway,
on centerline, 45' AGL/174' MSL. **Rwy 24**, tree 1730' from
departure end of runway, 716' left of centerline, 100' AGL/
229' MSL. Trees 1076' from departure end of runway, on
centerline, 34' AGL/164' MSL.

ST MARYS, GA**ST MARYS**

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1¼ or std. with a
min. climb of 341' per NM to 400. **Rwy 4**, NA-Restricted
airspace.

DEPARTURE PROCEDURE: **Rwy 31**, climbing right turn
via heading 320° to 2300 before proceeding
northwestbound.

NOTE: **Rwy 13**, trees 761' from departure end of runway,
33' AGL/55' MSL. Stack 6235' from departure end of
runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy**
22, trees 578' from departure end of runway, 63' AGL/86'
MSL. **Rwy 31**, trees 1399' from departure end of runway,
60' AGL/84' MSL.

SANDERSVILLE, GA**KAOLIN FIELD**

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min.
climb of 280' per NM to 1100.

NOTE: **Rwy 12**, tower 2.21 NM from departure end of
runway, 1.02 NM right of centerline, 405' AGL/875' MSL.

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)
AMDT 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 600 before proceeding southwest. **Rwy 10**, climb heading 097° to 700 proceeding southwest. **Rwy 19**, climb heading 186° to 1300 before turning right. **Rwy 28**, climb heading 277° to 1600 before turning left.

NOTE: **Rwy 1**, fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10**, trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19**, trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28**, pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.

SCOTTSBORO, AL

SCOTTSBORO MUNI-WORD FIELD (4A6)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, std. w/ min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22**, std. w/ min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22**, climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4**, trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL. **Rwy 22**, trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

SELMA, AL

CRAIG FIELD

NOTE: **Rwy 15**, trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL. **Rwy 33**, tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

SWAINSBORO, GA

EMANUEL COUNTY (SBO)
AMDT 1 07354 (FAA)

NOTE: **Rwy 13**, multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31**, multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

SYLACAUGA, AL

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27**, 300-2.

DEPARTURE PROCEDURE: **Rwy 27**, climb runway heading to 1500, then climb on course.

SYLVANIA, GA

PLANTATION AIRPARK (JYL)
ORIG 09043 (FAA)

NOTE: **Rwy 5**, trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15**, trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23**, trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL.

Rwy 33, trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

TALLADEGA, AL

TALLADEGA MUNI (ASN)
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 2100 before proceeding on course. **Rwy 21**, climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21**, trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

THOMASTON, GA

THOMASTON-UPSON COUNTY (OPN)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, std. w/ a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30**, for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30**, trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12**, trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

THOMASVILLE, GA**THOMASVILLE RGNL**

TAKE-OFF MINIMUMS: **Rwy 4**, trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22**, terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32**, trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

THOMSON, GA**THOMSON-MCDUFFIE COUNTY (HQU)****ORIG 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1¼ or std. w/ min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10**, numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/599' MSL. **Rwy 28**, tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

TIFTON, GA**HENRY TIFT MYERS**

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28**, climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10**, tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21**, tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33**, tree, 384' from departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.

TOCCOA, GA**TOCCOA RG LETOURNEAU FIELD**

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions.

Rwy 27, std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27**, for climb in visual conditions: cross Toocoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9**, climb heading 093° to 2000 before turning on course. **Rwy 20**, climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2**, tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9**, terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20**, pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27**, WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

TROY, AL**TROY MUNI**

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32**, 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25**, climb runway heading to 1200 before turning on course.

Rwy 32, climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7**, numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14**, numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25**, numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32**, numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.

TUSCALOOSA, AL

TUSCALOOSA RGNL (TCL)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11**, 400-2½ or std. w/ a min climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29**, 300-2½ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4**, trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11**, trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22**, trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29**, light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

TUSKEGEE, AL

MOTON FIELD MUNI (06A)

ORIG 09099 (FAA)

NOTE: **Rwy 13**, trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31**, trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

VALDOSTA, GA

VALDOSTA RGNL

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 220' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4**, multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. Multiple trees beginning 1524' from departure end of runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13**, tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17**, multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22**, railroad and multiple trees beginning 75' from departure end of runway, 159' right of centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31**, multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35**, multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

VERNON, AL

LAMAR COUNTY

TAKE-OFF MINIMUMS: **Rwy 34**, 500-1.**VIDALIA, GA**

VIDALIA RGNL (VDI)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL. **Rwy 13**, vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24**, trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.

WASHINGTON, GA

WASHINGTON-WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 270' per NM to 900.

WAYCROSS, GA**WAYCROSS-WARE COUNTY**

NOTE: **Rwy 5**, numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23**, numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31**, numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36**, numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

WAYNESBORO, GA**BURKE COUNTY**

NOTE: **Rwy 8**, trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26**, trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

WINDER, GA**BARROW COUNTY AIRPORT**

TAKE-OFF MINIMUMS: **Rwy 23**, std. w/ min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions. **Rwy 31**, 200-1¾ or std. w/ min. climb of 205' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 23**, for climb in visual conditions: Cross Winder-Barrow Airport at or above 1700' MSL before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 6' from departure end of runway, 41' left of centerline, up to 48' AGL/982' MSL. Multiple trees beginning 43' from departure end of runway, 24' right of centerline, up to 74' AGL/973' MSL. **Rwy 23**, multiple trees beginning 31' from departure end of runway, 344' left of centerline, up to 100' AGL/1041' MSL. Multiple trees beginning 487' from departure end of runway, 279' right of centerline, up to 100' AGL/1059' MSL. **Rwy 13**, multiple trees beginning 835' from departure end of runway, 16' left of centerline, up to 74' AGL/983' MSL. Multiple trees beginning 82' from departure end of runway, 8' right of centerline, up to 59' AGL/968' MSL. **Rwy 31**, multiple trees beginning 493' from departure end of runway, 30' left of centerline, up to 100' AGL/1004' MSL. Multiple trees beginning 63' from departure end of runway, 19' right of centerline, up to 57' AGL/1000' MSL. Localizer antenna 295' from departure end of runway, on centerline 8' AGL/943' MSL. Tree 7804' from departure end of runway, 1990' left of centerline, 100' AGL/1139' MSL.

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Straight-in minimums NA at night.

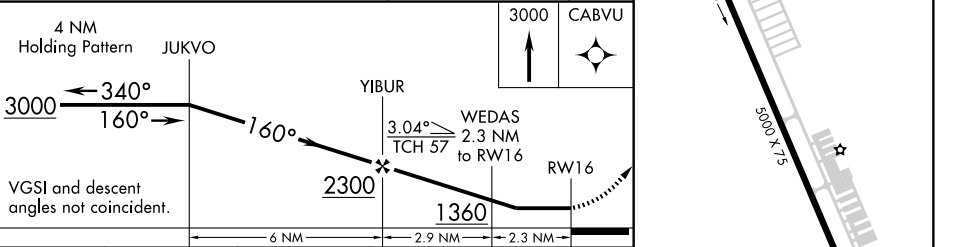
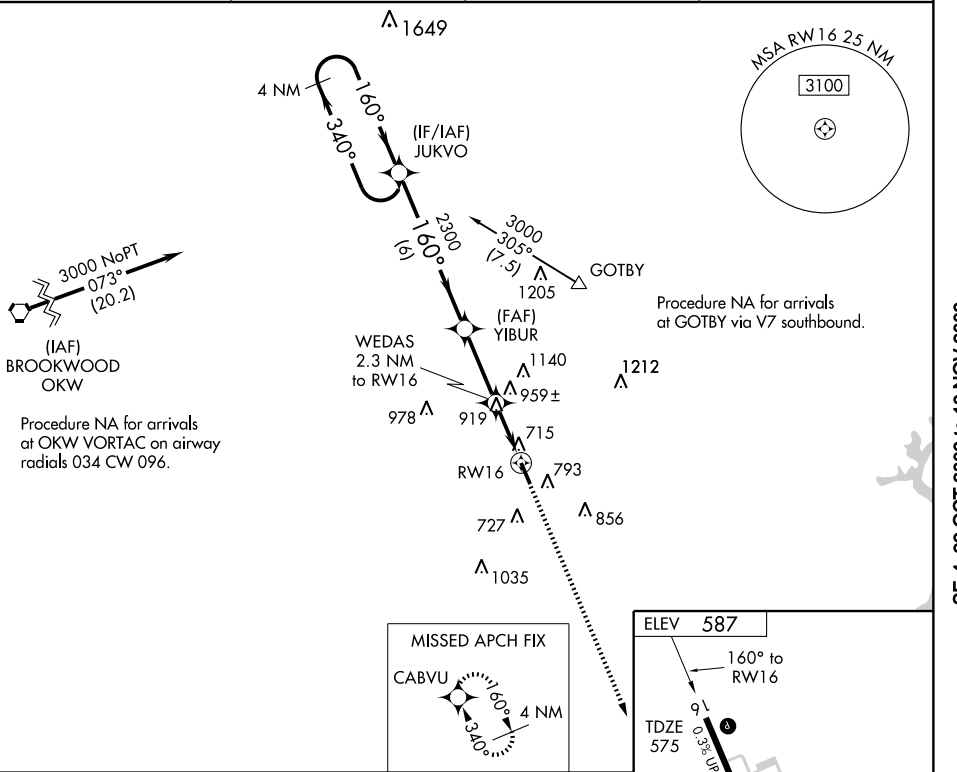
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DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct CABVU and hold.

ASOS	BIRMINGHAM APP CON	GCO	UNICOM
134.325	123.8 385.6	121.725	122.7 (CTAF) 1



CATEGORY	A	B	C	D
LNAV MDA	1220-1	645 (700-1)	1220-1¾ 645 (700-1¾)	1220-2 645 (700-2)
CIRCLING	1220-1	633 (700-1)	1220-1¾ 633 (700-1¾)	1220-2 633 (700-2)

MIRL Rwy 16-34 1

SE-4: 22 OCT 2009 to 19 NOV 2009

DME/DME RNP-0.3 NA.

 Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase all Cat C and D visibilities ¼ mile.

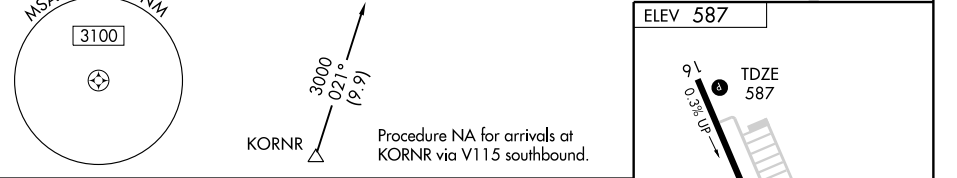
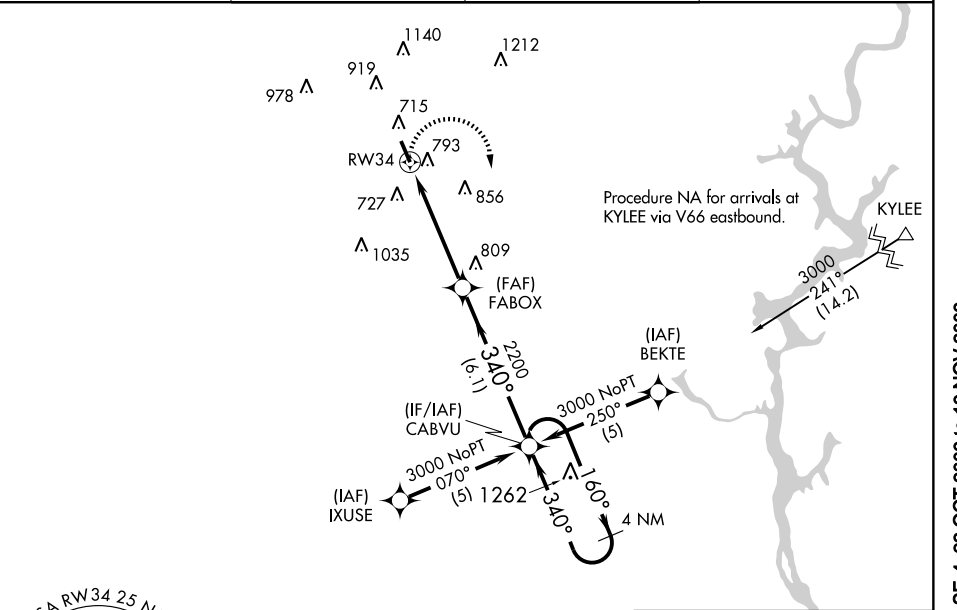
MISSED APPROACH: Climbing right turn to 3000 direct CABVU and hold.

ASOS
134.325

BIRMINGHAM APP CON
123.8 385.6

GCO
121.725

UNICOM
122.7 (CTAF) 1



<div> <div>3000</div> <div>CABVU</div> </div>		<div> <div>CABVU</div> <div>4 NM Holding Pattern</div> <div>160° →</div> <div>← 340°</div> <div>3000</div> </div>			
<div> <div>RW34</div> <div>3.04°</div> <div>TCH 44</div> <div>4.9 NM</div> <div>6.1 NM</div> </div>		<div> <div>FABOX</div> <div>2200</div> <div>VGSI and descent angles not coincident.</div> </div>			
CATEGORY	A	B	C	D	
RNAV MDA	1060-1	473 (500-1)	1060-1¼ 473 (500-1¼)	1060-1½ 473 (500-1½)	
CIRCLING	1120-1	533 (600-1)	1120-1½ 533 (600-1½)	1220-2 633 (700-2)	

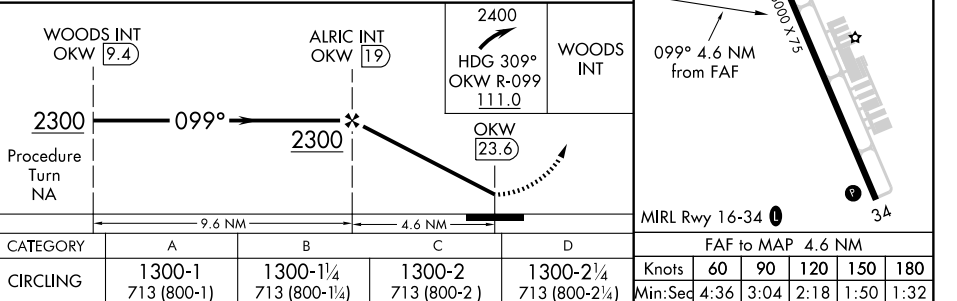
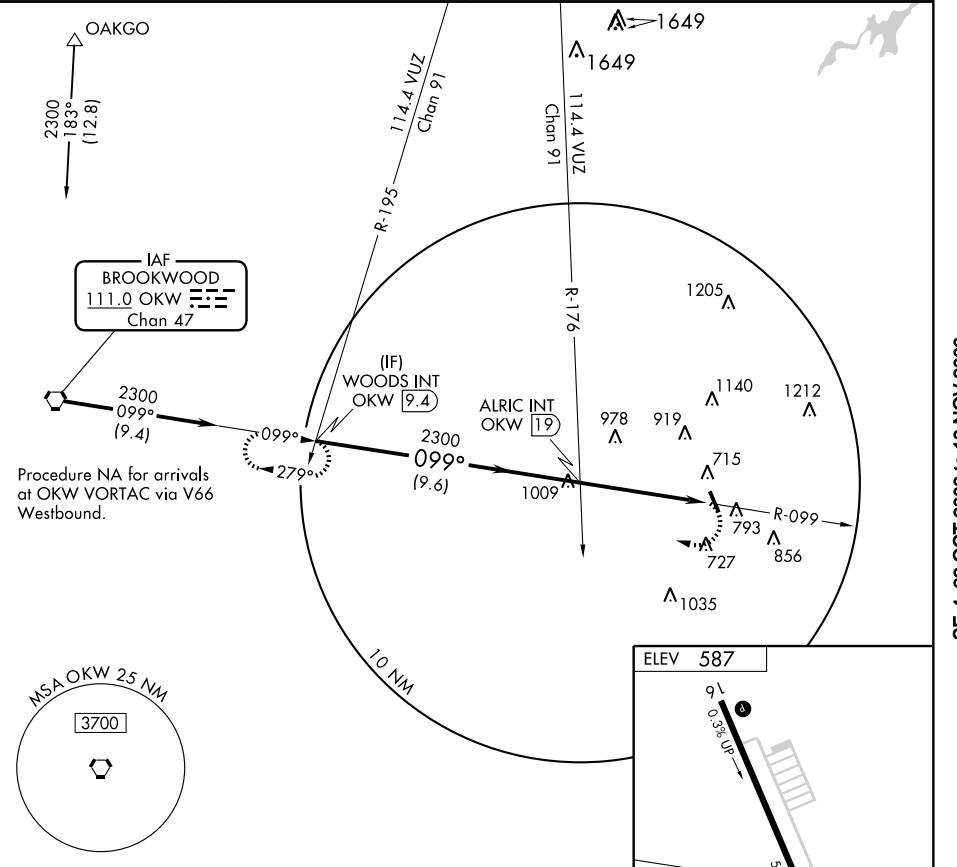
MRL Rwy 16-34 1

SE-4: 22 OCT 2009 to 19 NOV 2009

⚠ When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 via heading 309° and OKW VORTAC R-099 to WOODS INT/9.4 DME and hold.

ASOS 134.325	BIRMINGHAM APP CON 123.8 385.6	GCO 121.725	UNICOM 122.7 (CTAF) 0
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SE-4, 22 OCT 2009 to 19 NOV 2009

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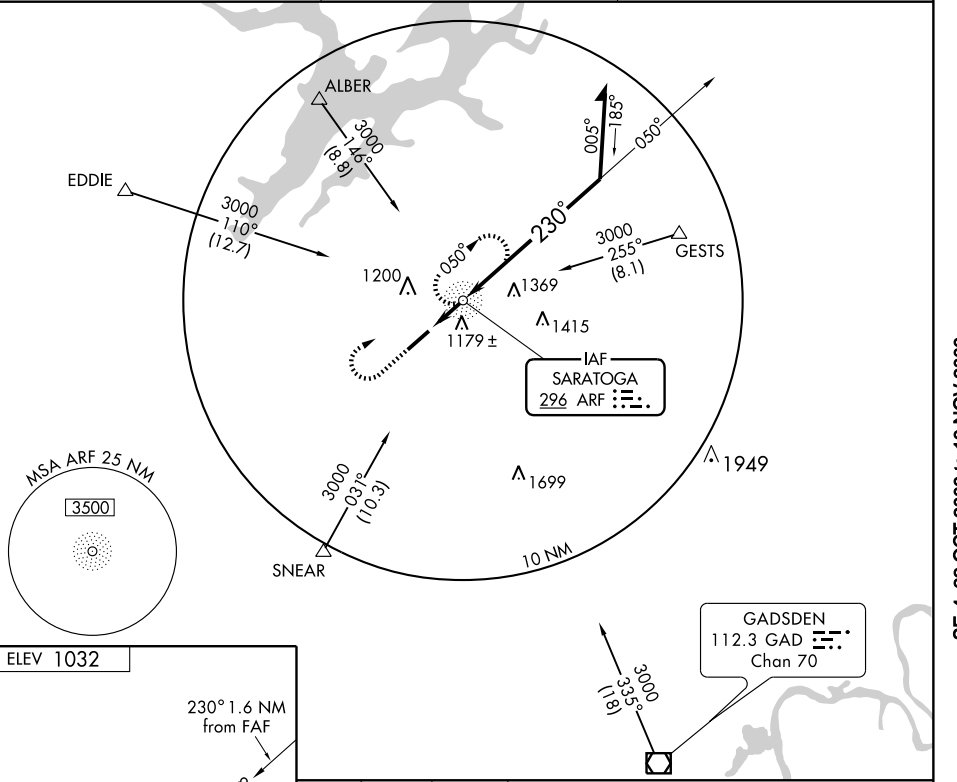
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NA

When local altimeter setting not received,
use Huntsville Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing
right turn to 3000 direct ARF NDB and hold.

AWOS-3 119.575	BIRMINGHAM APP CON 132.15 285.45	UNICOM 123.0 (CTAF) 0
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230° 1.6 NM from FAF

6114 X 100

0.5% UP

2000

3000

ARF 296

NDB

Remain within 10 NM

050°

230°

3000

1900

1.6 NM

CATEGORY	A	B	C	D
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)

HUNTSVILLE INTL ALTIMETER SETTING MINIMUMS

CIRCLING	1620-1 588 (600-1)	1640-1 608 (700-1)	1640-1¾ 608 (700-1¾)	1640-2 608 (700-2)
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REIL Rwy 23

MIRL Rwy 5-23

FAF to MAP 1.6 NM

Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

SE-4: 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6114
050°	TDZE	1015
	Apt Elev	1032

ALBERTVILLE/ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

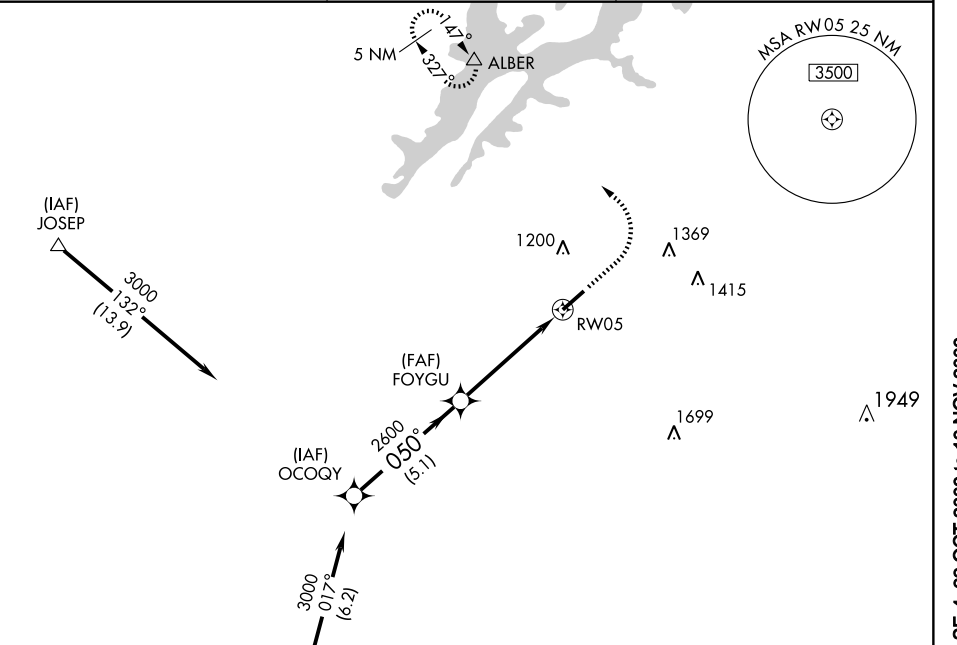
▼

NA

Obtain local altimeter setting on CTAF; when not received use Huntsville Intl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct ALBER WP and hold.

AWOS-3 119.575	BIRMINGHAM APP CON 132.15 285.45	UNICOM 123.0 (CTAF)
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ELEV 1032

Procedure Turn NA

3000

050°

2600

2.99° TCH 45

5.1 NM

4.9 NM

1800

3000

ALBER

CATEGORY	A	B	C	D
LNAV MDA	1420-1	405 (400-1)	1420-1¼	405 (400-1¼)
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)
HUNTSVILLE INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1560-1	545 (600-1)	1560-1½ 545 (600-1½)	1560-1¾ 545 (600-1¾)
CIRCLING	1620-1 588 (600-1)	1640-1 608 (700-1)	1640-1¾ 608 (700-1¾)	1640-2 608 (700-2)

TDZE 1015

6114 X 100

0.5% UP

050° to RWY 05

REIL Rwy 23
MIRL Rwy 5-23

SE-4, 22 OCT 2009 to 19 NOV 2009

▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Huntsville Intl
altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 4000 direct FOYGU
and via 212° track to WILED and hold.

AWOS-3 119.575	BIRMINGHAM APP CON 132.15 285.45	UNICOM 123.0 (CTAF) 0
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ELEV 1032

230° to RW23

TDZE 1032

611 x 100

0.5% UP

4000

FOYGU

TRK 212°

WILED

* RNAV Only.

RW23

YAKUB 2 NM to RW23

MITNE

DEZLY

2 NM

3 NM

6 NM

Procedure NA for arrivals at
GAD VOR/DME via V541
Southeast bound and V209
Southwest bound.

Procedure
Turn
NA

GS 3.00°
TCH 45

CATEGORY	A	B	C	D
LPV DA	1331-1 299 (300-1)			
LNAV MDA	1440-1 408 (500-1)		1440-1¼ 408 (500-1¼)	
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)

REIL Rwy 23 0

MIRL Rwy 5-23 0

SE-4, 22 OCT 2009 to 19 NOV 2009

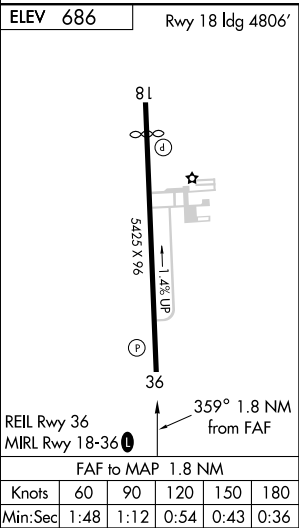
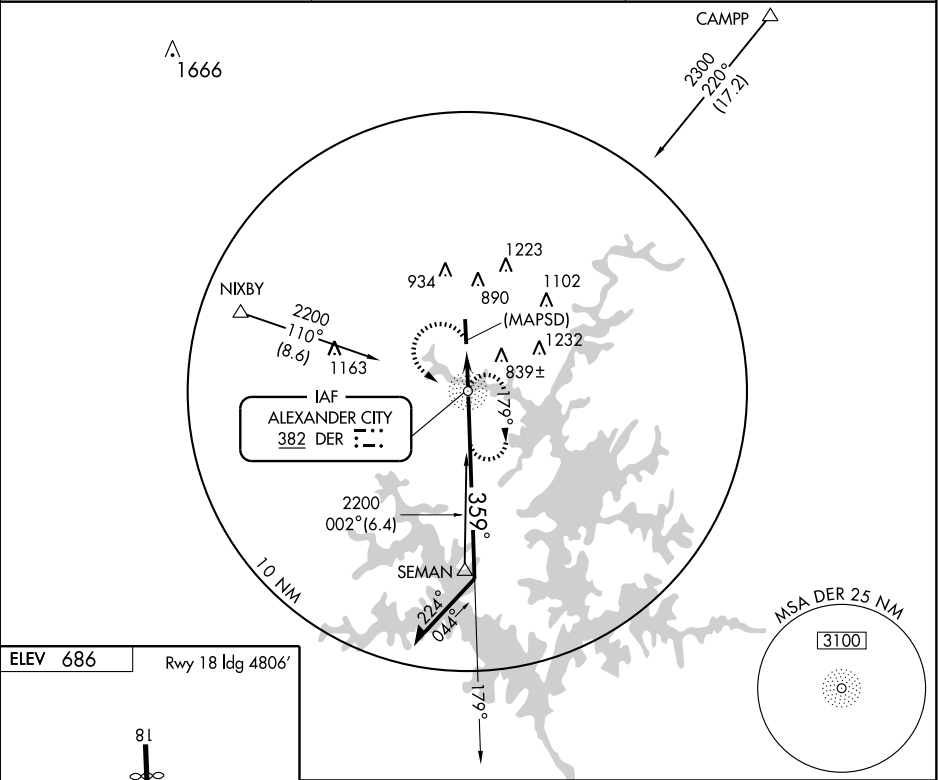
NDB DER	APP CRS	Rwy Idg TDZE Apt Elev	N/A N/A 686
382	359°		

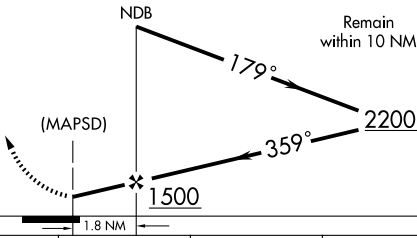
NDB or GPS-A

ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

Obtain local altimeter setting on CTAF: if not received, use Montgomery altimeter setting.	MISSED APPROACH: Climbing left turn to 2200 direct DER NDB and hold.
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AWOS-3 118.325	MONTGOMERY APP CON ★ 121.2 380.225	UNICOM 122.7 (CTAF) 0
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2200	DER ○ <u>382</u>			
CATEGORY A B C D				
CIRCLING	1180-1 494 (500-1)	1200-1 514 (600-1)	1200-1½ 514 (600-1½)	NA
MONTGOMERY ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1 674 (700-1)	1400-1 714 (800-1)	1400-2 714 (800-2)	NA

APP CRS	Rwy Idg	5425
359°	TDZE	666
	Apt Elev	686

RNAV (GPS) RWY 36

ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

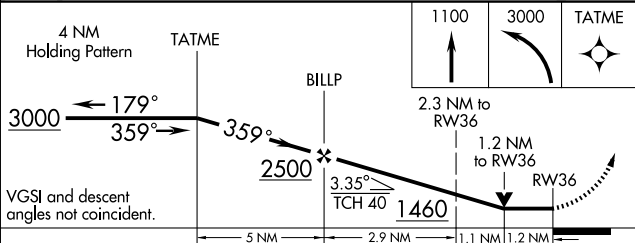
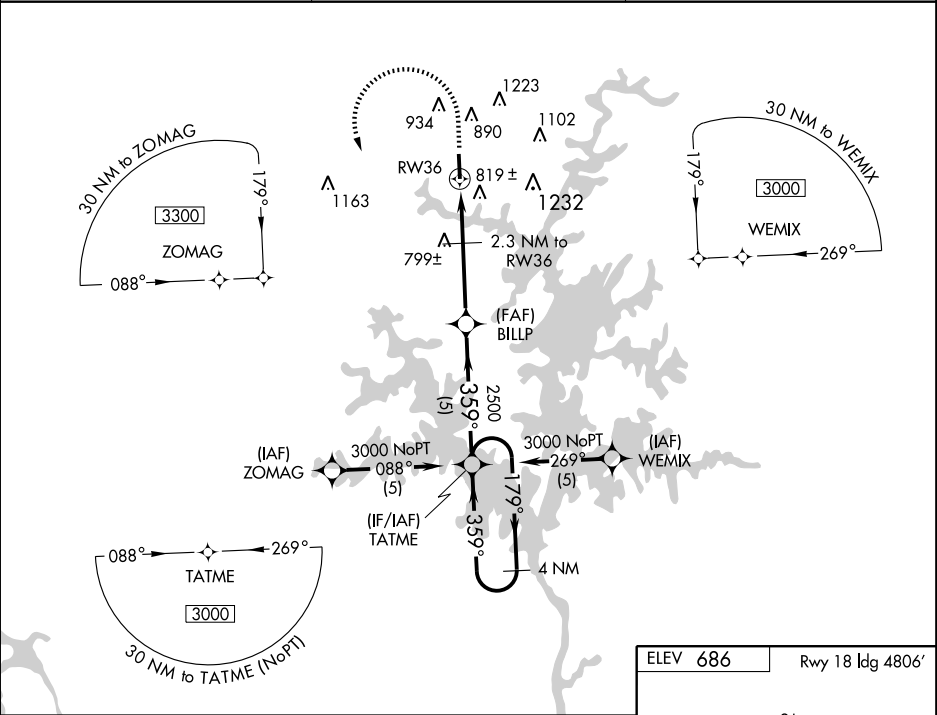
▼

NA

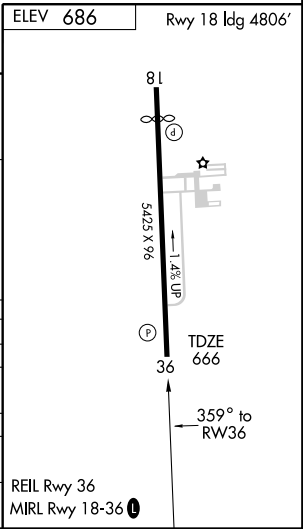
When local altimeter setting not received, use Montgomery altimeter setting.
VDP NA with Montgomery altimeter setting.
GPS or RNP-0.3 Required.
DME/DME-0.3 NA.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct TATME WP and hold.

AWOS-3 118.325	MONTGOMERY APP CON ★ 121.2 380.225	UNICOM 122.7 (CTAF) ①
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CATEGORY	A	B	C	D
LNAV MDA	1040-1 374 (400-1)			NA
CIRCLING	1180-1 494 (500-1)	1240-1 554 (600-1)	1240-1½ 554 (600-1½)	NA
MONTGOMERY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1240-1 574 (600-1)	1240-1½ 574 (600-1½)	NA	
CIRCLING	1360-1 674 (700-1)	1440-1¼ 754 (800-1¼)	1440-2¼ 754 (800-2¼)	NA



NDB JUY 264	APCH CRS 272°	Rwy Idg TDZE Arpt Elev	5001 309 309	AL-6524 [USA] SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)
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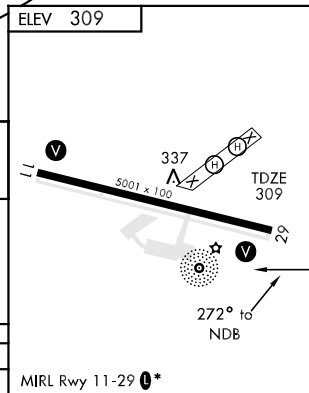
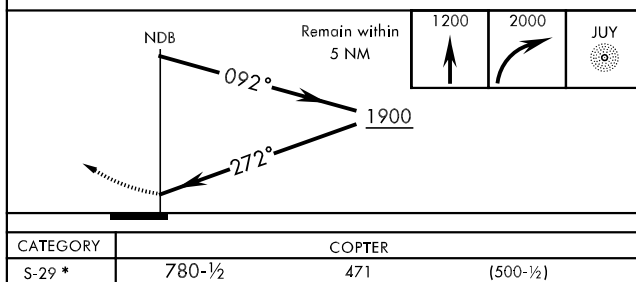
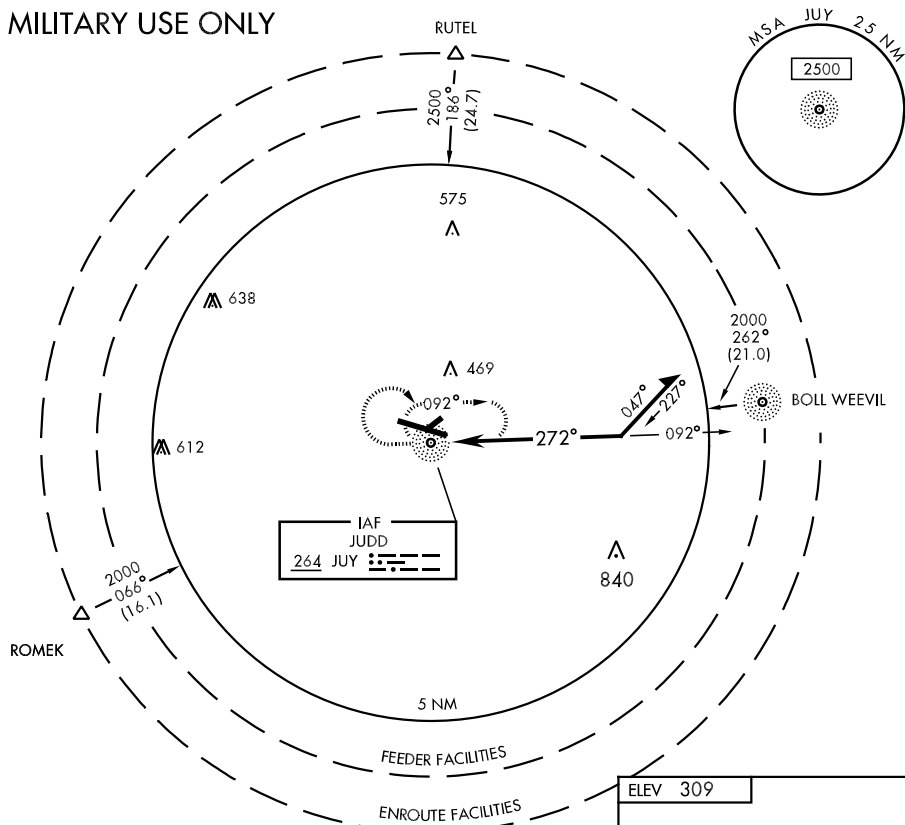
▲ NA (When tower closed).

* If local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct JUY NDB and hold.

CAIRNS APP CON 133.45 239.4	ANDALUSIA-OPP TOWER ★ 119.55 0* (CTAF) 317.75	GND CON 121.9 273.45	UNICOM 122.8
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MILITARY USE ONLY



NDB JUY 264	APP CRS 240°	Rwy Idg TDZE Apt Elev N/A N/A 309	ANDALUSIA/OPP/ SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)	NDB-A
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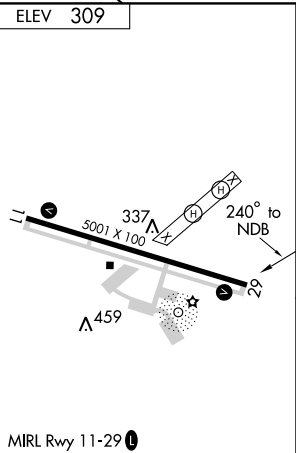
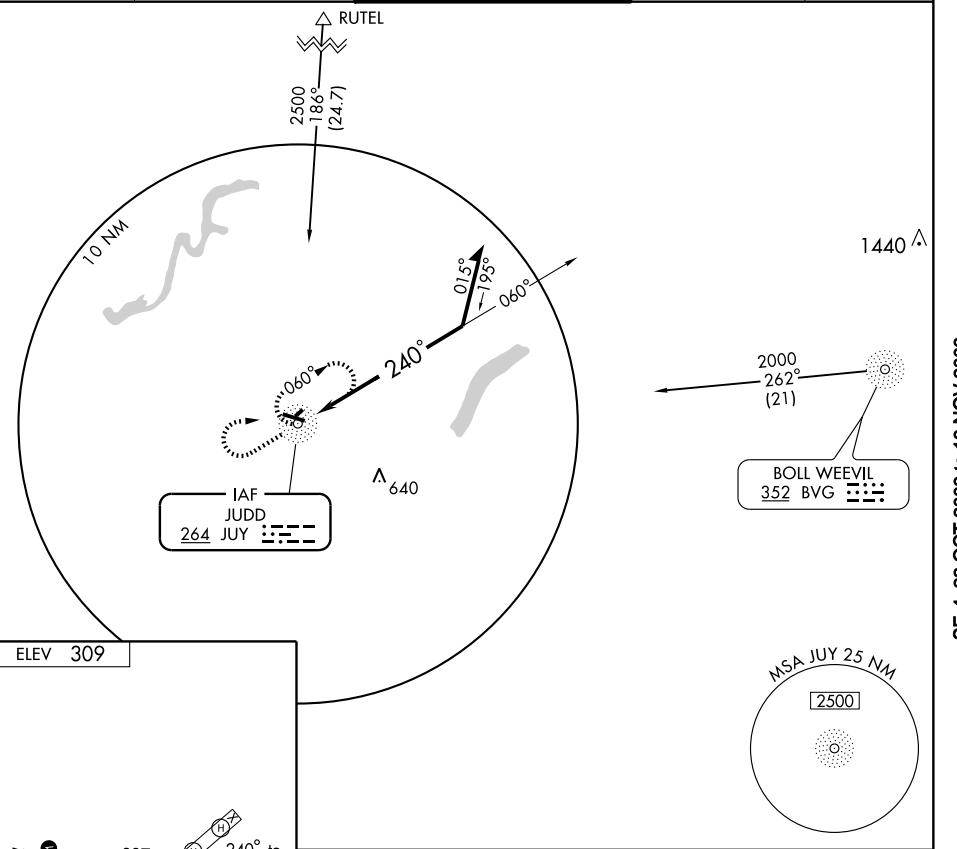
▼

▲ NA

If local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDA's 100 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct JUY NDB and hold.

ASOS 134.875	CAIRNS APP CON ★ 133.45 239.4	ANDALUSIA-OPP TOWER ★ 119.55 (CTAF) 0 317.75	GND CON 121.9 273.45	UNICOM 122.8
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MIRL Rwy 11-29 0						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	880-1	571 (600-1)	880-1½ 571 (600-1½)	880-2 571 (600-2)
Min:Sec										

WAAS CH 82600 W11A	APP CRS 109°	Rwy Idg TDZE Apt Elev 5001 310 310
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ANDALUSIA/OPP/
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

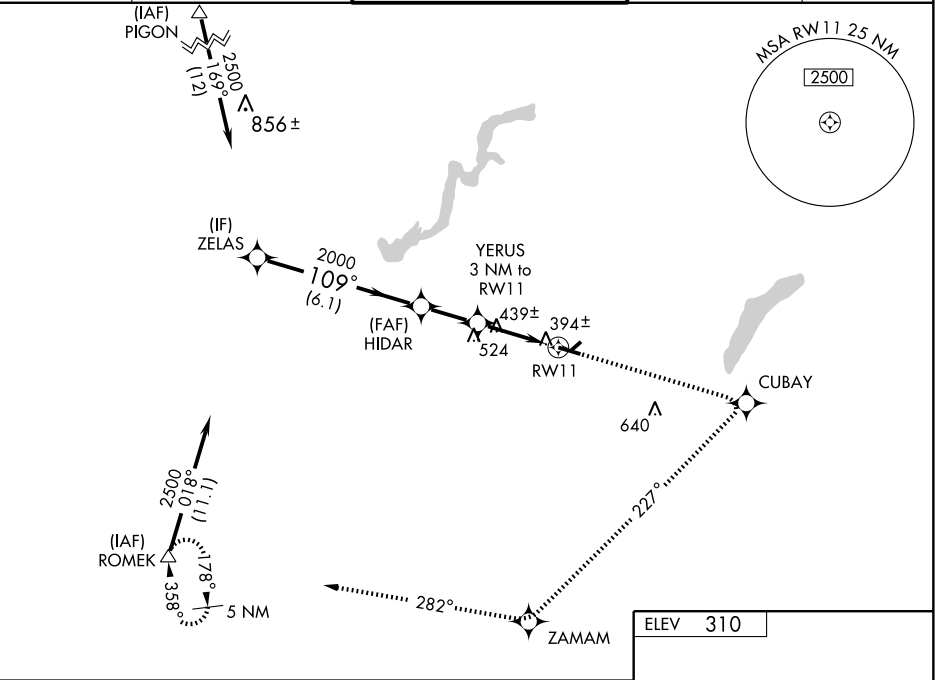
RNAV (GPS) RWY 11 11

NA

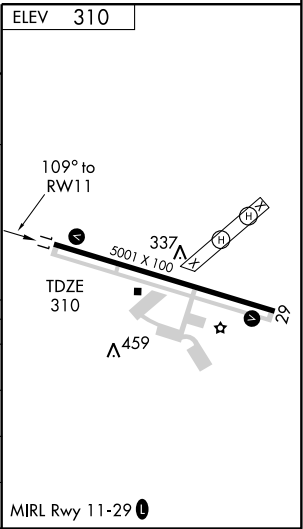
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Cairns AAF altimeter setting and increase LPV DA to 697 feet, LNAV/VNAV DA to 737 feet, and all MDAs 100 feet. Baro-VNAV NA when using Cairns AAF altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct CUBAY and right turn via 227° track to ZAMAM and 282° track to ROMEK and hold.

ASOS 134.875	CAIRNS APP CON ★ 133.45 239.4	ANDALUSIA-OPP TOWER ★ 119.55 (CTAF) 317.75	GND CON 121.9 273.45	UNICOM 122.8
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Procedure Turn NA	ZELAS	HIDAR	YERUS 3 NM to RW11	RW11	ROMEK
	2500	109°	2000	1300	
	GS 3.00°				
	TCH 40				
CATEGORY	A	B	C	D	
LPV DA	615-1 305 (400-1)				
LNAV/VNAV DA	655-1¼ 345 (400-1¼)				
LNAV MDA	760-1 450 (500-1)		760-1¼ 450 (500-1¼)	760-1½ 450 (500-1½)	
CIRCLING	780-1 470 (500-1)		780-1½ 470 (500-1½)	860-2 550 (600-2)	



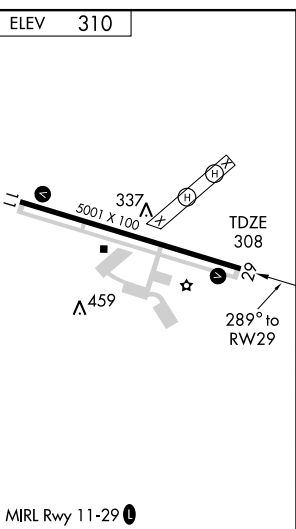
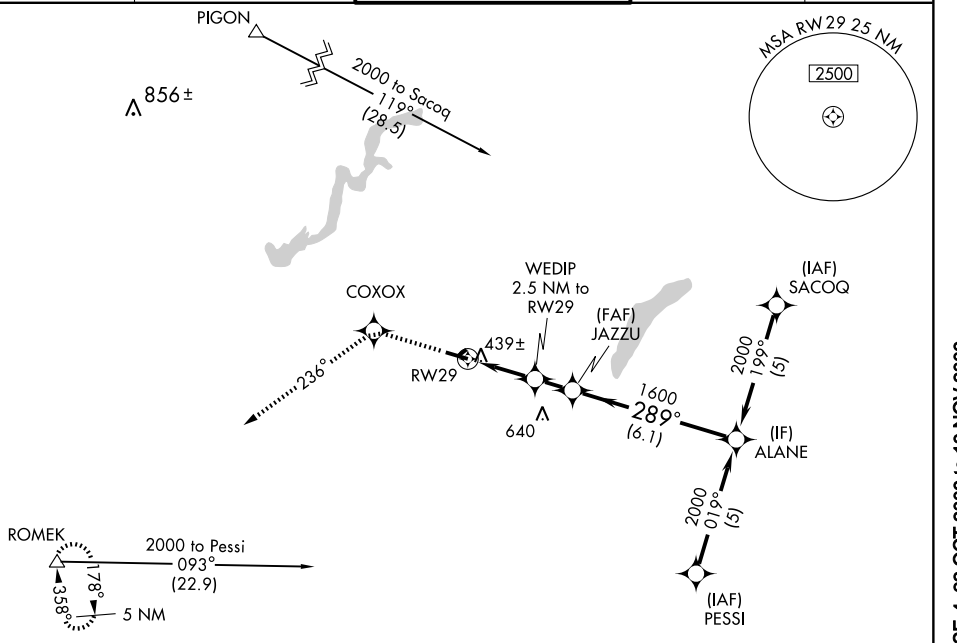
▼

NA

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cairns AAF altimeter setting and increase DA to 712 feet and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct COXOX and via 236° track to ROMEK and hold.

ASOS 134.875	CAIRNS APP CON ★ 133.45 239.4	ANDALUSIA-OPP TOWER ★ 119.55 (CTAF) 0 317.75	GND CON 121.9 273.45	UNICOM 122.8
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	2500	COXOX	236° TRK	ROMEK	Procedure Turn NA	
					ALANE	2000
						GS 3.00° TCH 40
CATEGORY	A	B	C	D		
LPV DA	630-1¼		322 (400-1¼)			
LNAV MDA	720-1 412 (500-1)		720-1¼ 412 (500-1¼)			
CIRCLING	780-1 470 (500-1)		780-1½ 860-2 470 (500-1½) 550 (600-2)			

LOC I-ANB	APP CRS	Rwy Idg	7000
111.5	049°	TDZE	595
		Apt Elev	612

ILS or LOC RWY 5
ANNISTON METROPOLITAN (ANB)

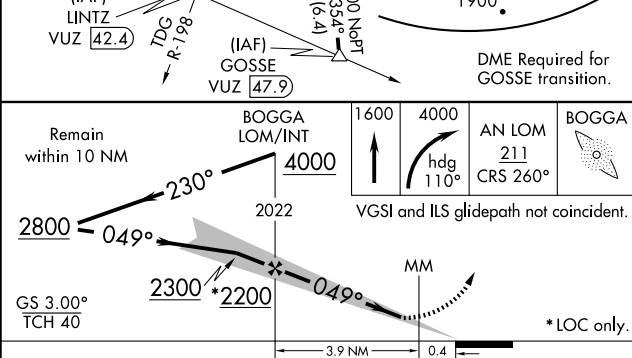
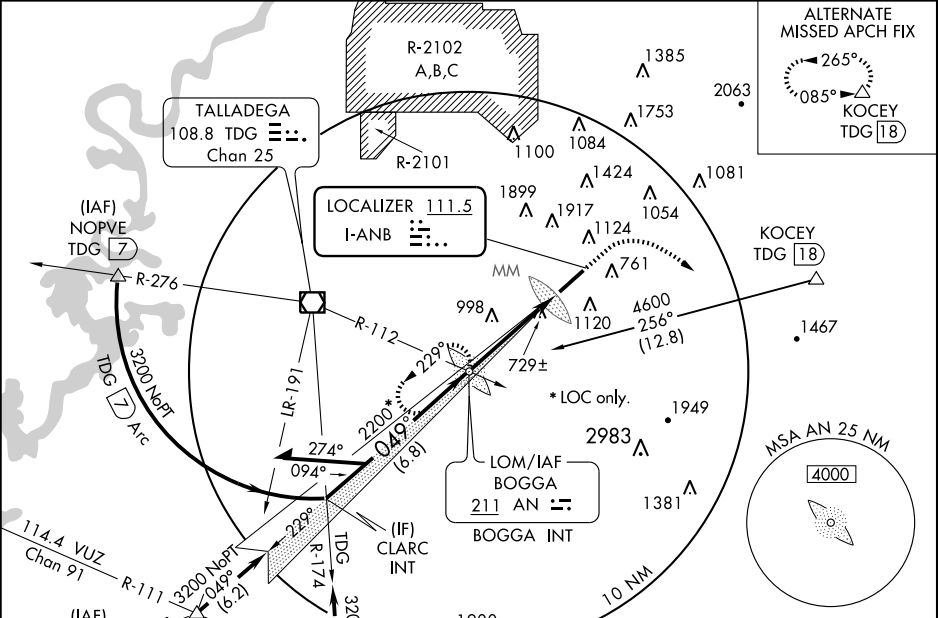
For inoperative MALSRS when using Talladega altimeter setting, increase S-ILS 5 all Cats visibility to 1¼. Circling NA north of Rwy 5-23. ADF Required. When local altimeter setting not received, use Talladega altimeter setting and increase DA to 943 and increase all MDA 40 feet, increase S-ILS 5 all Cats and Circling Cat A, C, and D visibility ¼ mile. For inoperative MALSRS increase S-ILS 5 all Cats visibility to 1.

MALSRS

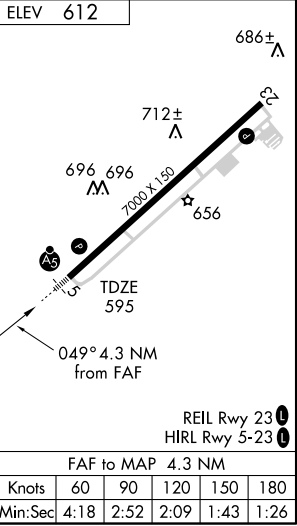


MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 110° then via AN LOM 260° course to BOGGA LOM/INT and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6	123.0



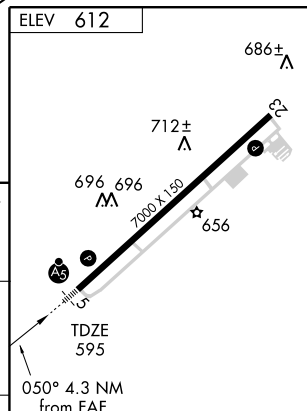
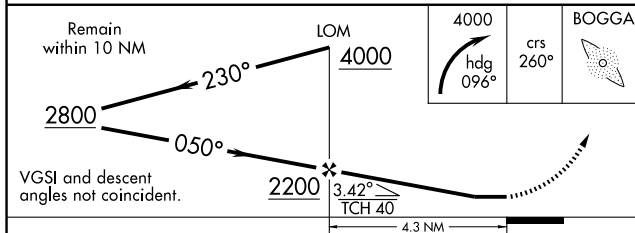
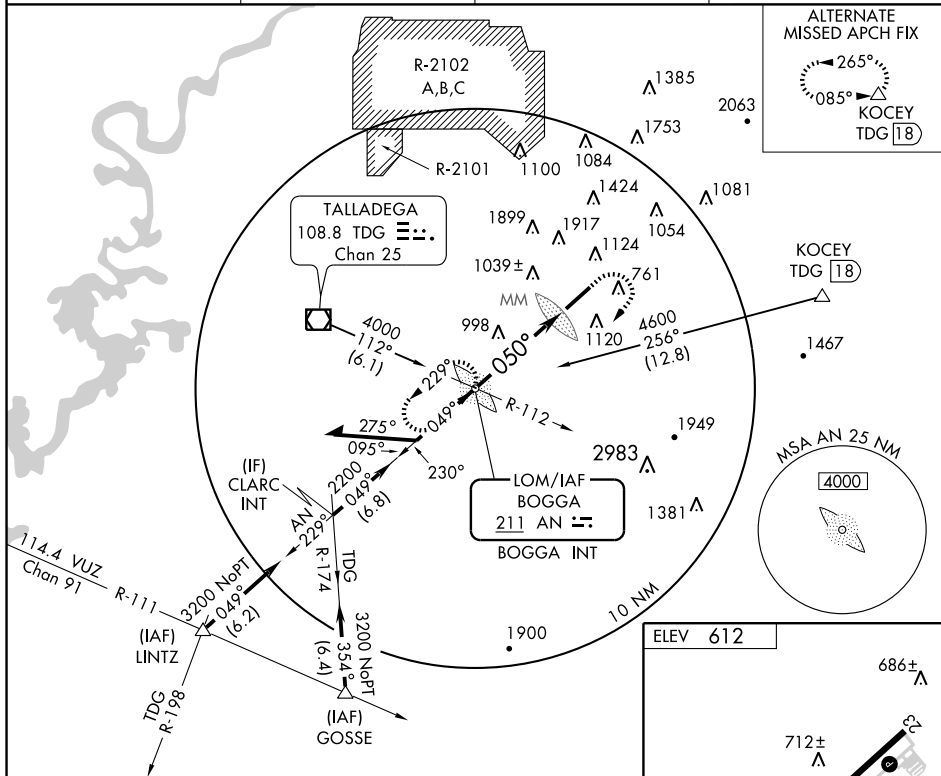
CATEGORY	A	B	C	D
S-ILS 5	909-½ 314 (300-½)			
S-LOC 5	1120-½ 525 (600-½)	1120-1 525 (600-1)	1120-1¼ 525 (600-1¼)	
CIRCLING	1480-1 868 (900-1)	1480-1¼ 868 (900-1¼)	1480-2½ 868 (900-2½)	1480-2¾ 868 (900-2¾)



NDB RWY 5
ANNISTON METROPOLITAN (ANB)

MISSED APPROACH: Climbing right turn to 4000 via heading 096° and 260° course to BOGGA LOM and hold.

BIRMINGHAM APP CON
125.45 381.5

CTAF
123.6 LUNICOM
123.0

CATEGORY	A	B	C	D
S-5	1600- $\frac{3}{4}$ 1005 (1000- $\frac{3}{4}$)	1600-1 1005 (1000-1)	1600-2 $\frac{1}{2}$ 1005 (1000-2 $\frac{1}{2}$)	1600-2 $\frac{3}{4}$ 1005 (1000-2 $\frac{3}{4}$)
CIRCLING	1600-1 $\frac{1}{4}$ 988 (1000-1 $\frac{1}{4}$)	1600-1 $\frac{1}{2}$ 988 (1000-1 $\frac{1}{2}$)	1600-3 988 (1000-3)	

FAF to MAP 4.3 NM						
Knots	60	90	120	150	180	
Min:Sec	4:18	2:52	2:09	1:43	1:26	

WAAS CH 78106 W05A	APP CRS 049°	Rwy Idg 7000 TDZE 595 Apt Elev 612
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RNAV (GPS) RWY 5
ANNISTON METROPOLITAN (ANB)

- T** Circling NA North of Rwy 5/23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Talladega altimeter setting and increase all DAs 34 feet and all MDAs 40 feet and increase circling Cat A, C, and D visibility $\frac{1}{4}$ mile. For inoperative MALS increase LPV visibility all Cots to $\frac{1}{4}$ mile. increase LNAV Cat A visibility to 1 mile.

MALSR

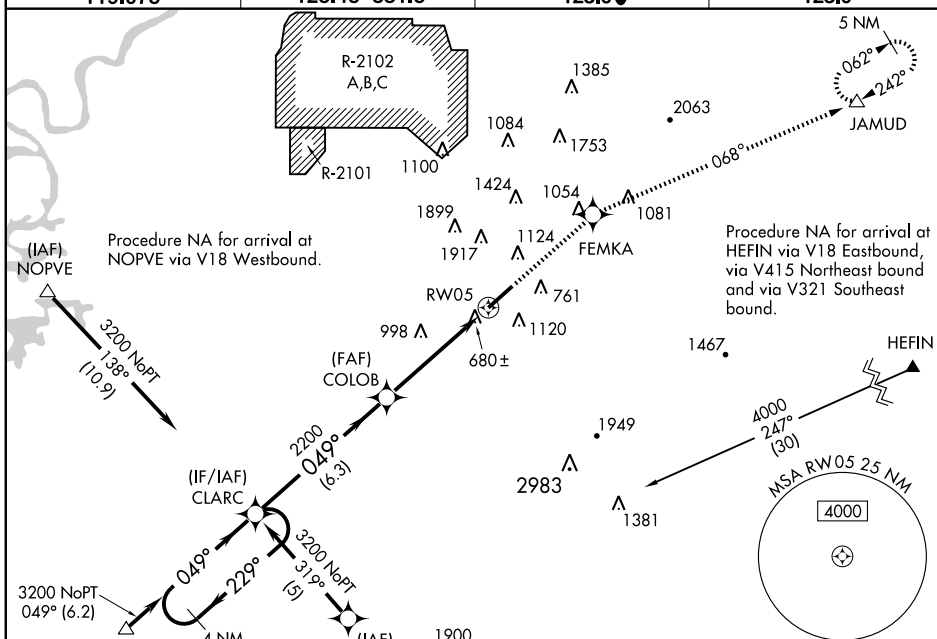


MISSED APPROACH: Climb to 4000
direct FEMKA and via 068° track to
JAMUD and hold.

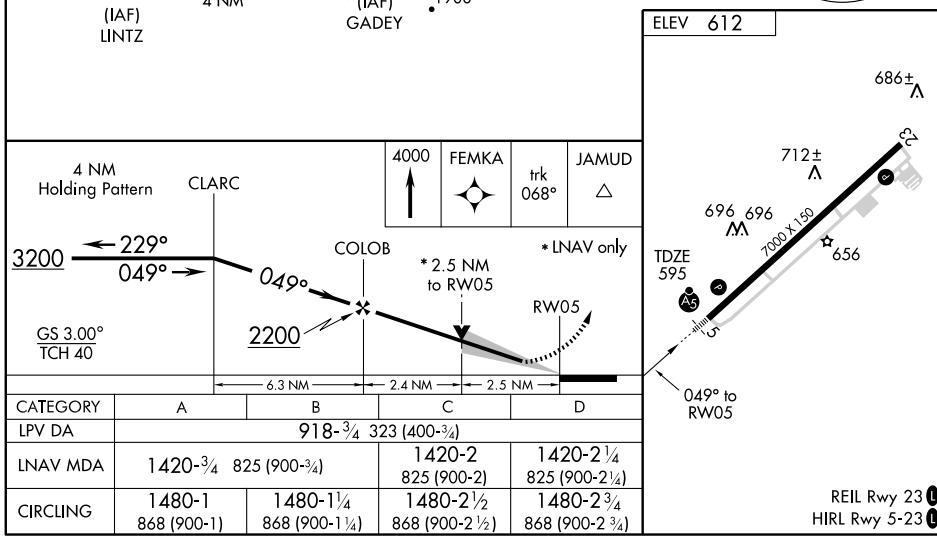
ASOS
119.675

BIRMINGHAM APP CON
125.45 381.5

CTAF
123.6 **L**

UNICOM
123.0

SE-4, 22 OCT 2009 to 19 NOV 2009



⚠

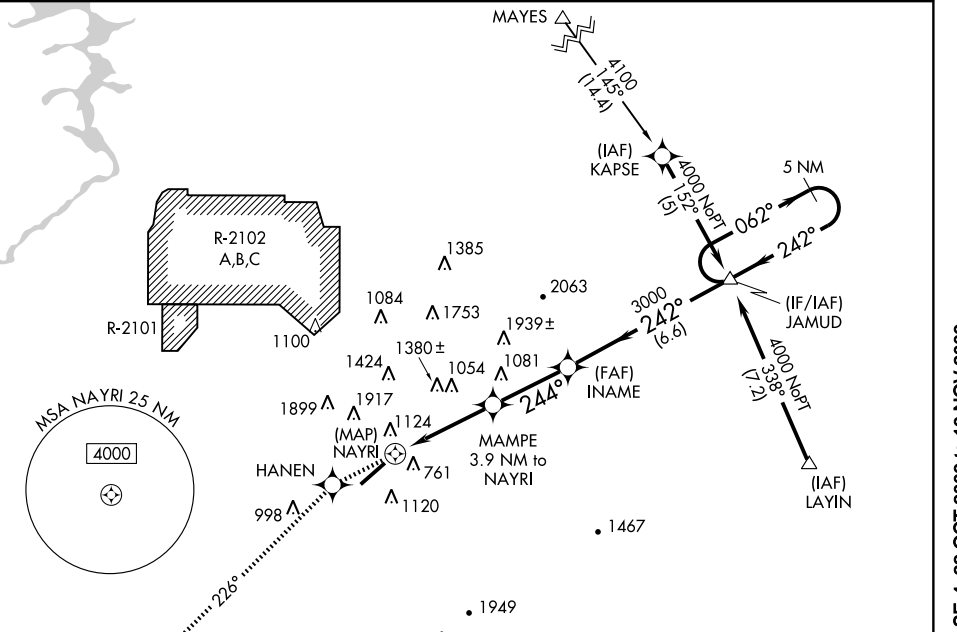
Circling NA North of Rwy 5-23.
DME/DME RNP-0.3 NA.

⚠

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Talladega
altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3200 direct HANEN
and via 226° track to CLARC and hold.

ASOS 119.675	BIRMINGHAM APP CON 125.45 381.5	CTAF 123.6	UNICOM 123.0
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3200

HANEN

trk 226°

CLARC

INAME

JAMUD

5 NM Holding Pattern

MAMPE 3.9 NM to NAYRI

NAYRI

3.03° TCH 40

2060

244°

242°

062°

4000

0.5

3.9 NM

3 NM

6.6 NM

CATEGORY	A	B	C	D
LNAV MDA	1700-1¼ 1088 (1100-1¼)	1700-1½ 1088 (1100-1½)	1700-3	1088 (1100-3)
CIRCLING	1700-1¼ 1088 (1100-1¼)	1700-1½ 1088 (1100-1½)	1700-3	1088 (1100-3)

ELEV 612

686±

712±

696

696

7000 X 150

656

TDZE 612

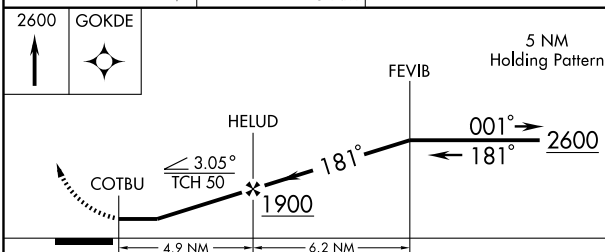
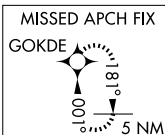
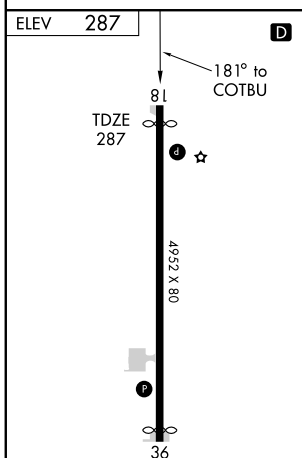
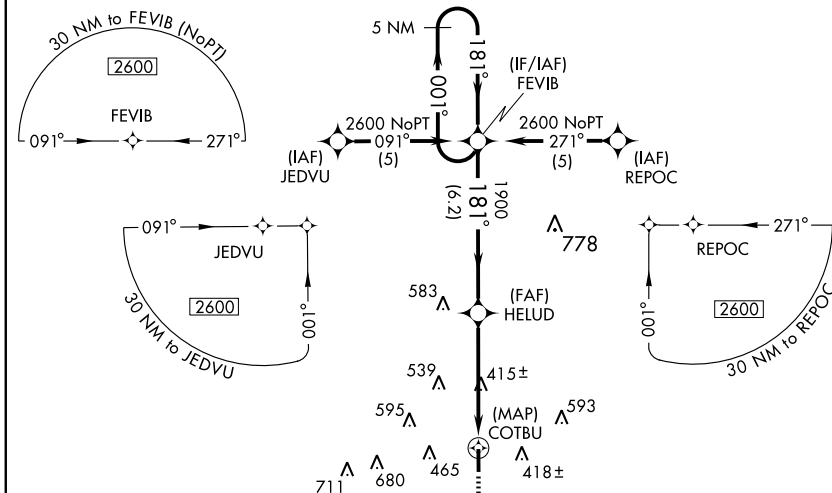
REIL Rwy 23

HIRL Rwy 5-23

SE-4: 22 OCT 2009 to 19 NOV 2009

MISSED APPROACH: Climb to 2600 direct GOKDE and hold.

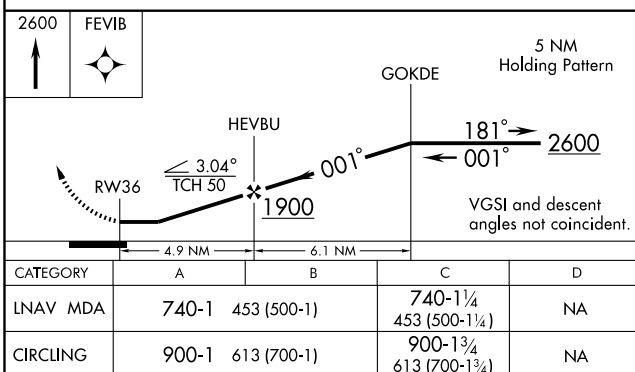
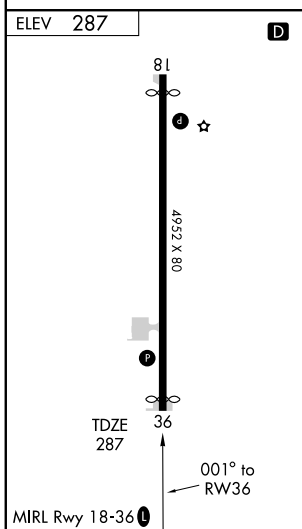
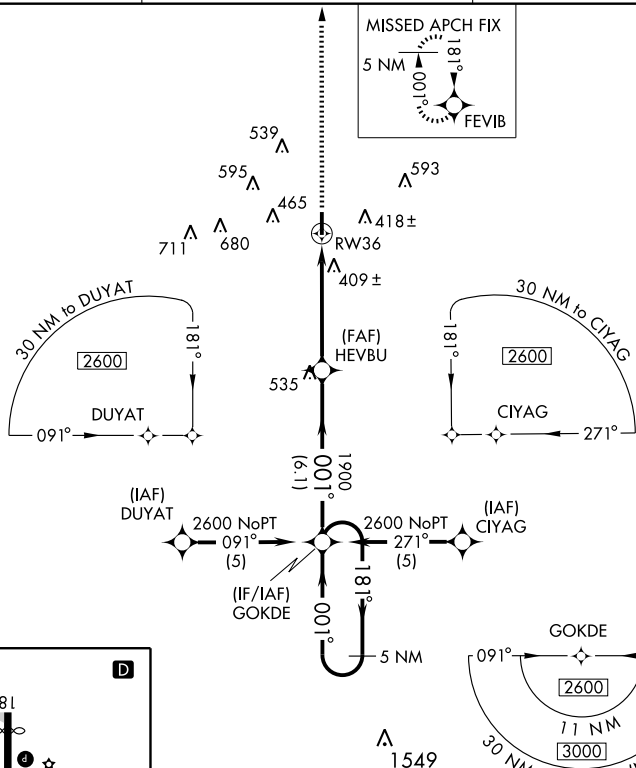
UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	760-1	473 (500-1)	760-1 $\frac{1}{4}$ 473 (500-1 $\frac{1}{4}$)	NA
CIRCLING	900-1	613 (700-1)	900-1 $\frac{3}{4}$ 613 (700-1 $\frac{3}{4}$)	NA

MISSED APPROACH: Climb to 2600 direct FEVIB and hold.

UNICOM
122.8 (CTAF) **L**



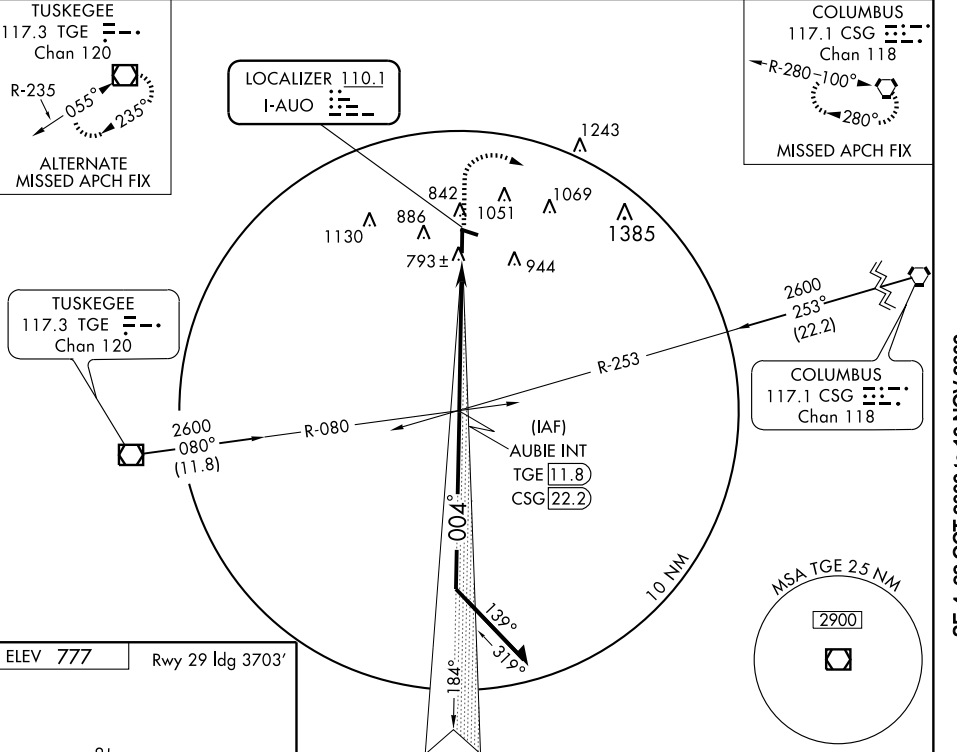
LOC I-AUO	APP CRS	Rwy Idg	5264
110.1	004°	TDZE	759
		Apt Elev	777

When local altimeter setting not received, use Columbus, GA altimeter setting and increase DA to 1072 feet and visibility ½ mile all Cats, increase all MDAs 120 feet and S-LOC 36 visibility Cat. C ½ mile and Cat. D ¼ mile.

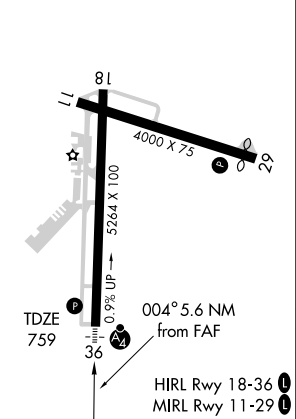
MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CSG VORTAC and hold.

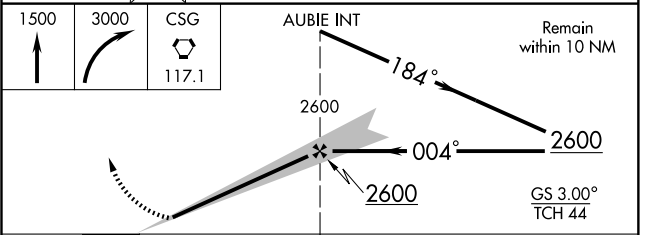
AWOS-3 132.575	ATLANTA APP CON ★ 125.5 323.1	ATLANTA CLNC DEL 118.7	UNICOM 123.0 (CTAF)
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ELEV 777	Rwy 29 Idg 3703'
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Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



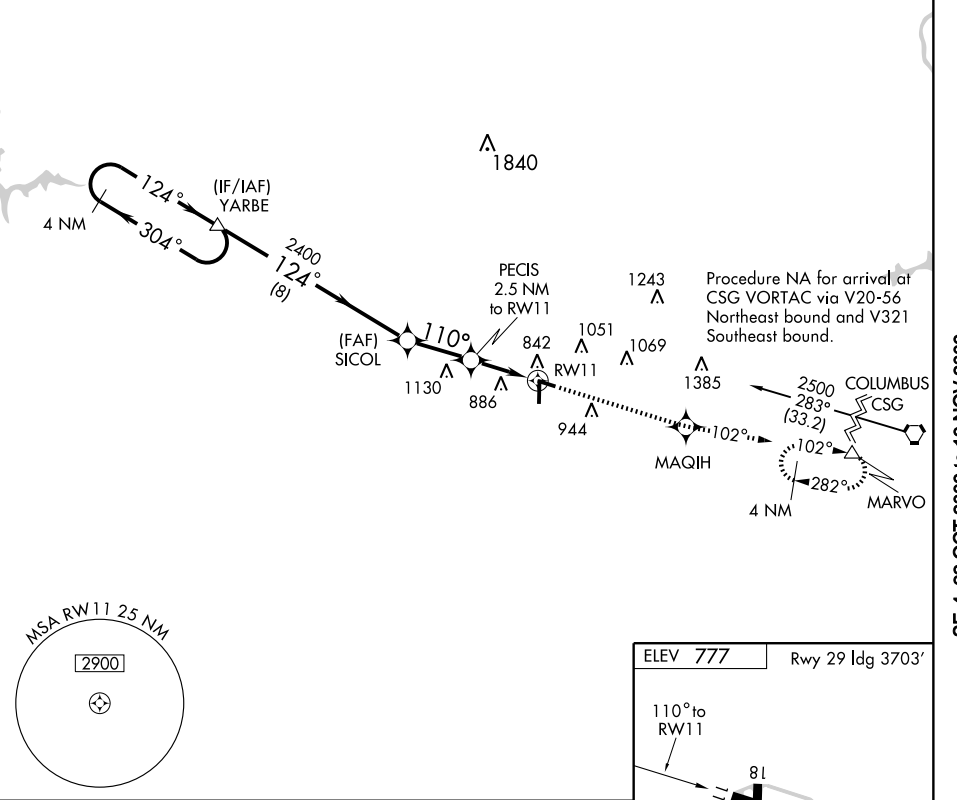
CATEGORY	A	B	C	D
S-ILS 36	959-¾ 200 (200-¾)			
S-LOC 36	1120-¾ 361 (400-¾)			1120-1¼ 361 (400-1¼)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

▼

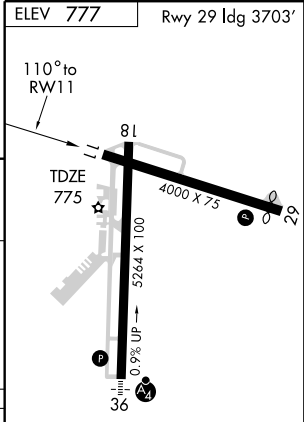
Straight-in minimums NA at night, circling to Rwy 11 and 18 NA at night.
DME/DME RNP -0.3 NA

MISSED APPROACH: Climb to 2600 direct MAQIH and via 102° track to MARVO and hold.

AWOS-3 132.575	ATLANTA APP CON ★ 125.5 323.1	ATLANTA CLNC DEL 118.7	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern YARBE					2600	MAQIH	TRK 102°	MARVO
2500 ← 304° 124° →					SICOL			
2400					PECIS 2.5 NM to RWY 11			
3.04' TCH 50					1.1 NM to RWY 11			
8 NM					2.4 NM			
					1.4			
					1.1			
CATEGORY	A	B	C	D				
LNAV MDA	1180-1	405 (500-1)	1180-1¼	405 (500-1¼)				
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)				



HIRL Rwy 18-36 0

MIRL Rwy 11-29 0

▼

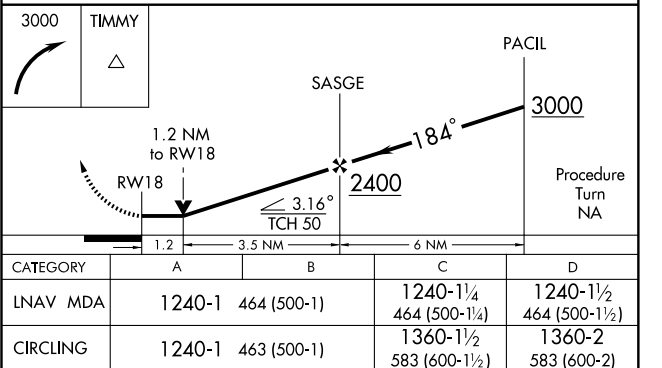
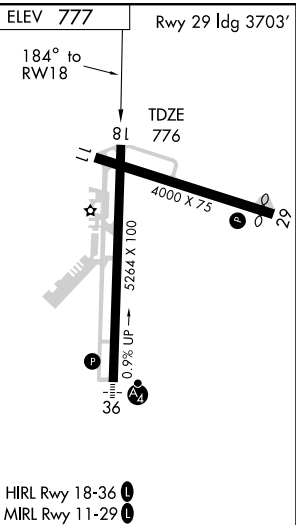
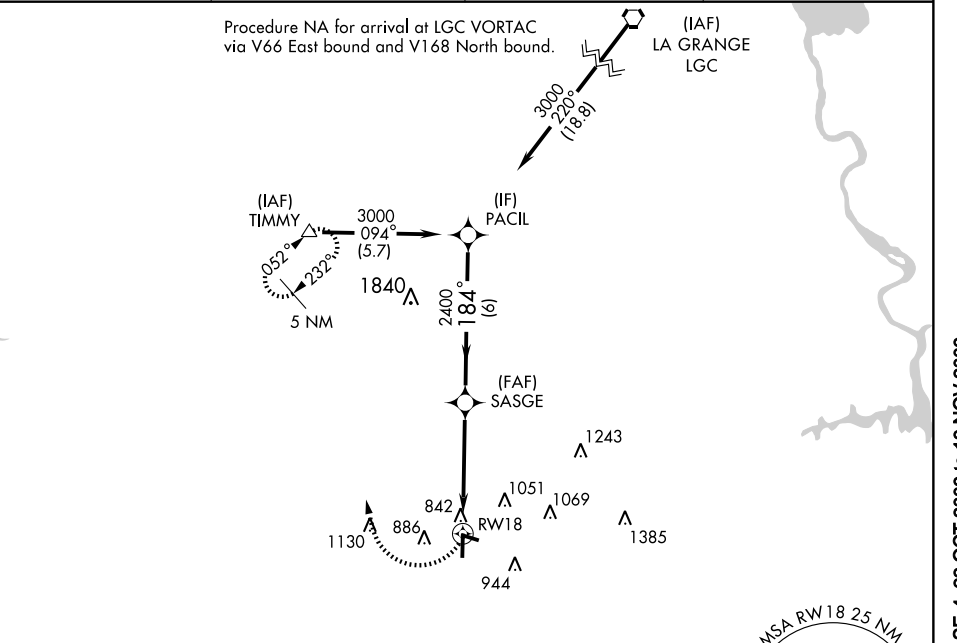
NA

Straight-in/circling Rwy 18 Procedure NA at night, circling to Rwy 11 NA at night.

DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 3000 direct TIMMY and hold.

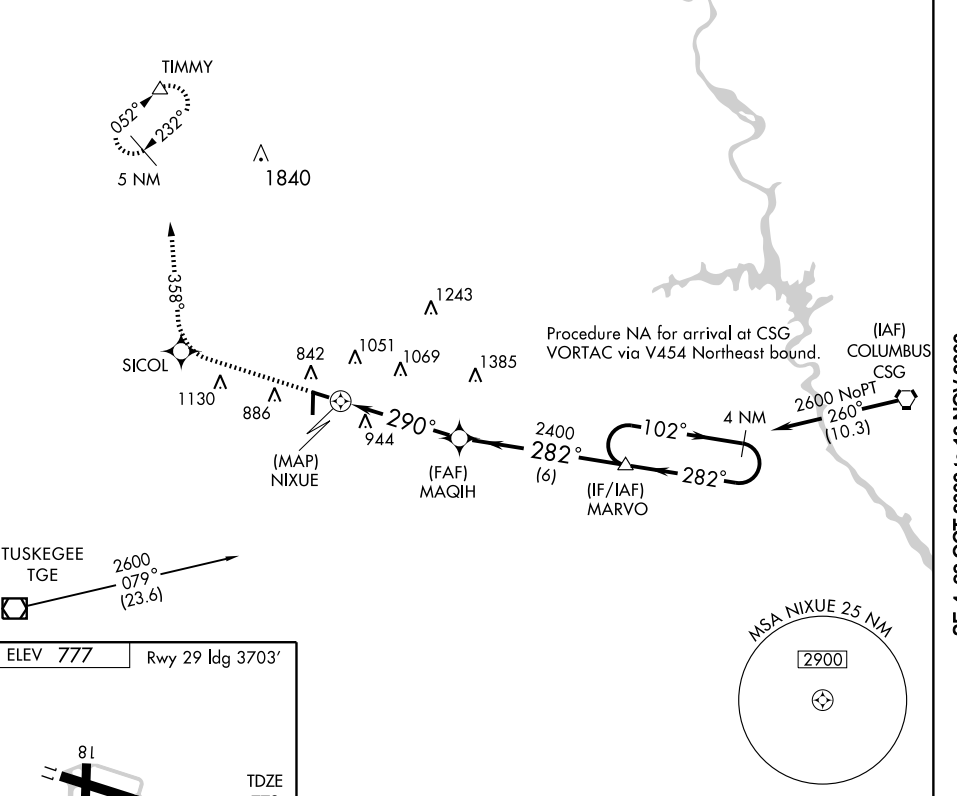
AWOS-3 132.575	ATLANTA APP CON ★ 125.5 323.1	ATLANTA CLNC DEL 118.7	UNICOM 123.0 (CTAF) 0
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HIRL Rwy 18-36 0
MIRL Rwy 11-29 0

SE-4: 22 OCT 2009 to 19 NOV 2009

<div><div>▼</div><div>Circling to Rwy 11 and 18 NA at night. DME/DME RNP-0.3 NA</div></div>		<div>MISSED APPROACH: Climb to 3000 direct SICOL and via 358° track to TIMMY and hold.</div>	
<div>AWOS-3</div> <div>132.575</div>	<div>ATLANTA APP CON ★</div> <div>125.5 323.1</div>	<div>ATLANTA CLNC DEL</div> <div>118.7</div>	<div>UNICOM</div> <div>123.0 (CTAF) 0</div>



<div><div>81</div><div>4000 X 75</div><div>5264 X 100</div><div>0.9% UP</div><div>36</div><div>TDZE 772</div><div>29</div></div>		<div>3000</div>	<div>SICOL</div>	<div>TRK 358°</div>	<div>TIMMY</div> <div>△</div>	<div>MARVO 4 NM Holding Pattern</div> <div>102°</div> <div>282°</div> <div>2600</div> <div>0.8 NM to NIXUE</div> <div>NIXUE</div> <div>290°</div> <div>2400</div> <div>3.04° TCH 40</div> <div>0.5</div> <div>0.8</div> <div>3.7 NM</div> <div>6 NM</div>			
CATEGORY		A		B		C		D	
LNAV MDA		1200-1		428 (500-1)		1200-1¼ 428 (500-1¼)		1200-1½ 428 (500-1½)	
CIRCLING		1220-1 443 (500-1)		1240-1 463 (500-1)		1360-1½ 583 (600-1½)		1360-2 583 (600-2)	

HIRL Rwy 18-36 **0**

MIRL Rwy 11-29 **0**

WAAS CH 58304 W36A	APP CRS 004°	Rwy Idg TDZE Apt Elev	5264 759 777
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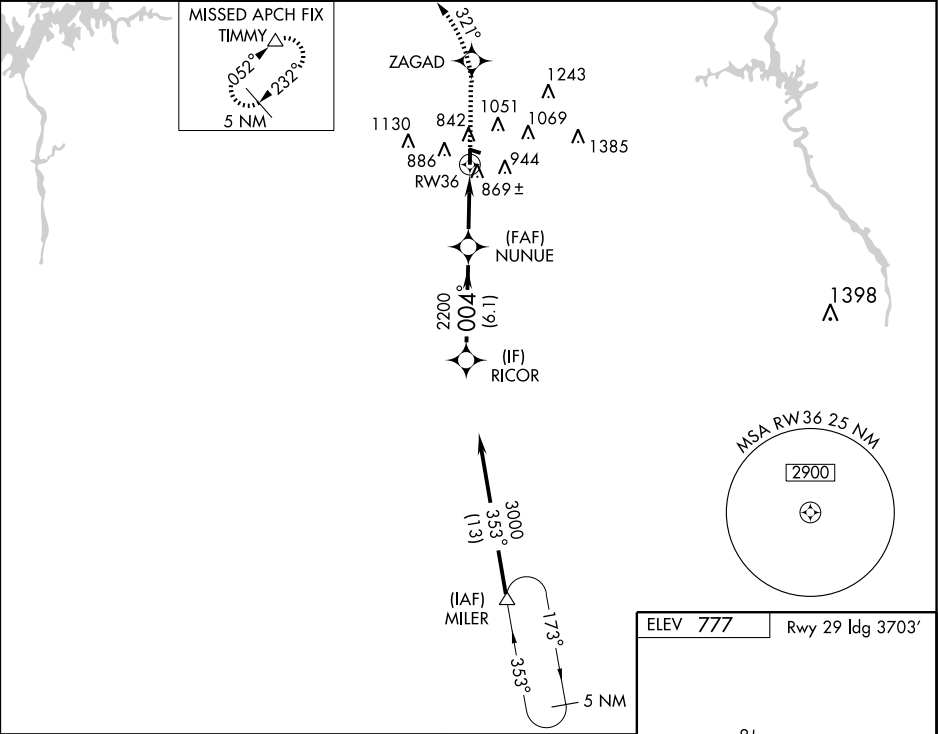
RNAV (GPS) RWY 36
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

⚠ Circling to Rwy 11 and 18 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Columbus Metropolitan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Columbus Metropolitan altimeter setting. If local altimeter setting not received, use Columbus Metropolitan altimeter setting and increase LPV DA to 1122 feet, LNAV/VNAV DA to 1254 feet; increase all MDAs 120 feet.

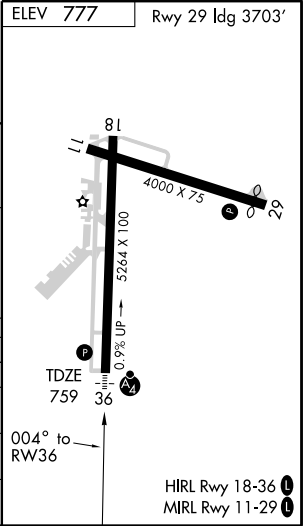
MALSF

MISSED APPROACH:
Climb to 3000 direct ZAGAD and via 321° track to TIMMY and hold.

AWOS-3 132.575	ATLANTA APP CON ★ 125.5 323.1	ATLANTA CLNC DEL 118.7	UNICOM 123.0 (CTAF) 0
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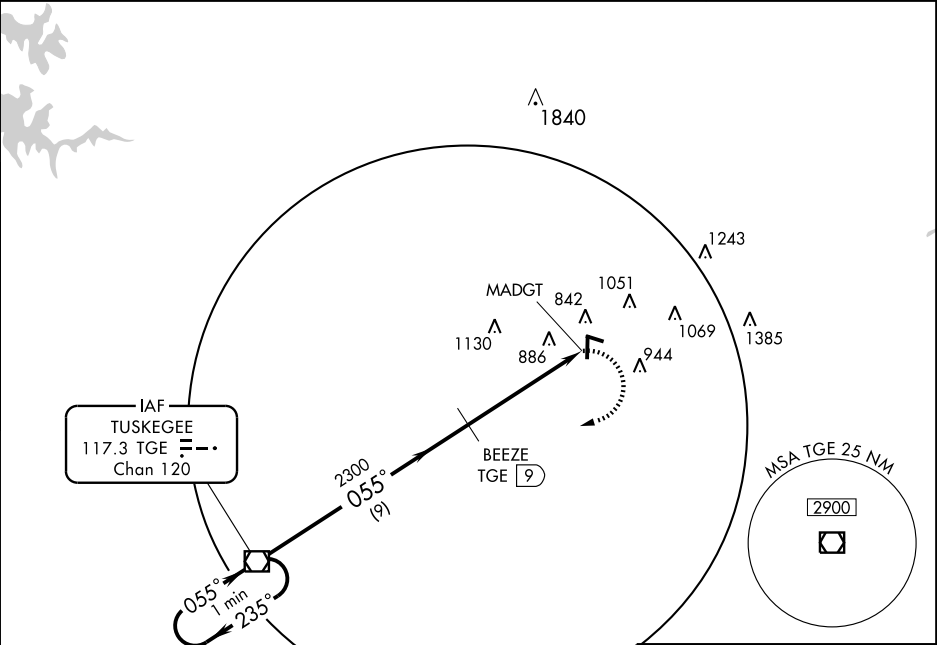


VOR/DME-A

AUBURN-OPELIKA ROBERT G. PITTS (AUO)

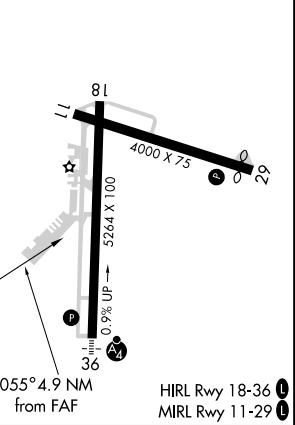
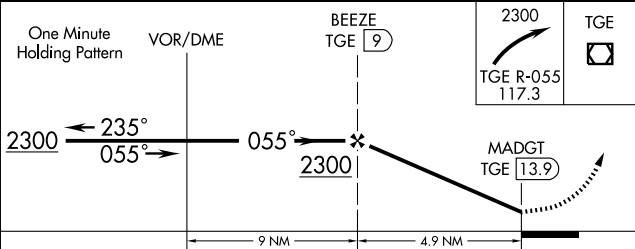
VOR/DME TGE 117.3 Chan 120	APP CRS 055°	Rwy Idg TDZE Apt Elev	N/A N/A 777
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 NA		MISSED APPROACH: Climbing right turn to 2300 via TGE R-055 to TGE VOR/DME and hold.	
AWOS-3 132.575	ATLANTA APP CON ★ 125.5 323.1	ATLANTA CLNC DEL 118.7	UNICOM 123.0 (CTAF) 



NoPT for arrivals on TGE VOR/DME
Airway radials 137 clockwise 317.

ELEV 777	Rwy 29 Idg 3703'
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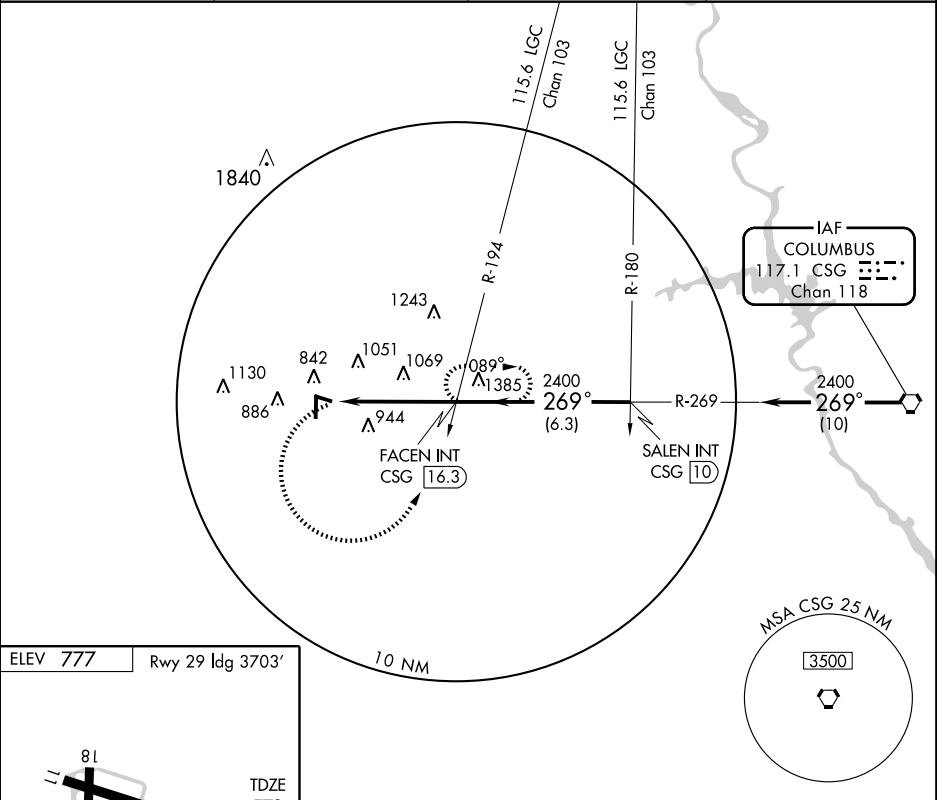
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)	Min:Sec					

VOR RWY 29

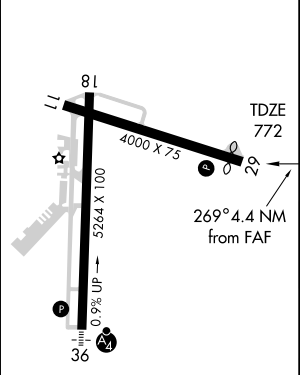
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

VORTAC CSG	APP CRS	Rwy Idg	3703
117.1	269°	TDZE	772
Chan 118		Apt Elev	777

V NA		MISSED APPROACH: Climbing left turn to 2400 via CSG R-269 to FACEN Int/CSG 16.3 DME and hold.	
AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) 0



ELEV 777	Rwy 29 Idg 3703'
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HIRL Rwy 18-36 0					
MIRL Rwy 11-29 0					
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

2400		FACEN INT CSG 16.3	SALEN INT CSG 10	Procedure Turn NA
CSG R-269 117.1				
CSG 20.7		2400	2400	
		≤ 3.40° TCH 40	VGSI and descent angles not coincident.	
		4.4 NM	6.3 NM	
CATEGORY	A	B	C	D
S-29	1320-1 548 (600-1)	1320-1¼ 548 (600-1¼)	1320-1½ 548 (600-1½)	1320-1¾ 548 (600-1¾)
CIRCLING	1320-1 543 (600-1)	1320-1¼ 543 (600-1¼)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

APP CRS

Rwy Idg

5497

086°

TDZE

239

Apt Elev

248

RNAV (GPS) RWY 8

BAY MINETTE MUNI (1R8)

▼

▲ NA

Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 direct AXISIS and hold.

MOBILE RGNL ATIS

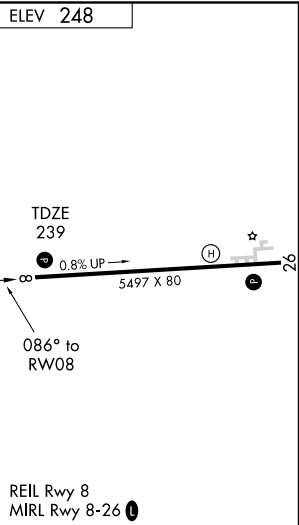
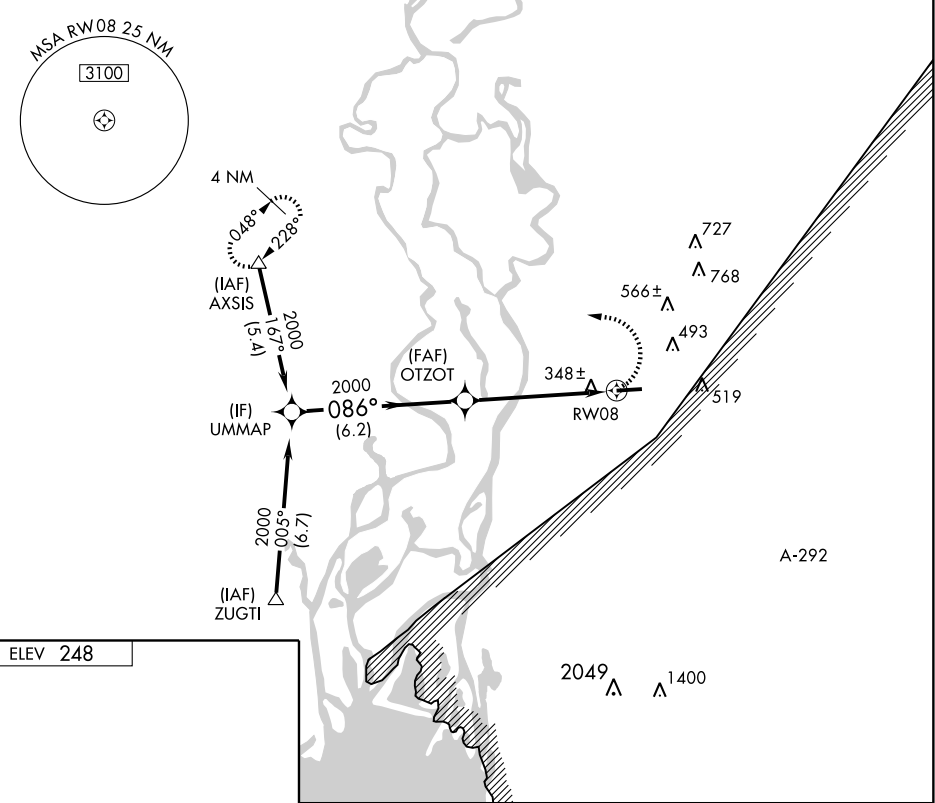
124.75

MOBILE APP CON ★

118.5 269.3

UNICOM

122.8 (CTAF) ①



	2000		AXISIS	
			△	
	UMMAP	OTZOT	RWY 08	
	2000	2000		
Procedure Turn NA	VGSI and descent angles not coincident.			
	6.2 NM		5.4 NM	
CATEGORY	A	B	C	D
LNAV MDA	660-1	421 (500-1)	660-1¼ 421 (500-1¼)	NA
CIRCLING	740-1	492 (500-1)	740-1½ 492 (500-1½)	NA

APP CRS	Rwy Idg	5497
266°	TDZE	248
	Apt Elev	248

RNAV (GPS) RWY 26

BAY MINETTE MUNI (1R8)

T Straight-in minimums NA at night. Use Mobile Rgnl altimeter
A NA setting; if not received, use Mobile Downtown altimeter setting
 and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

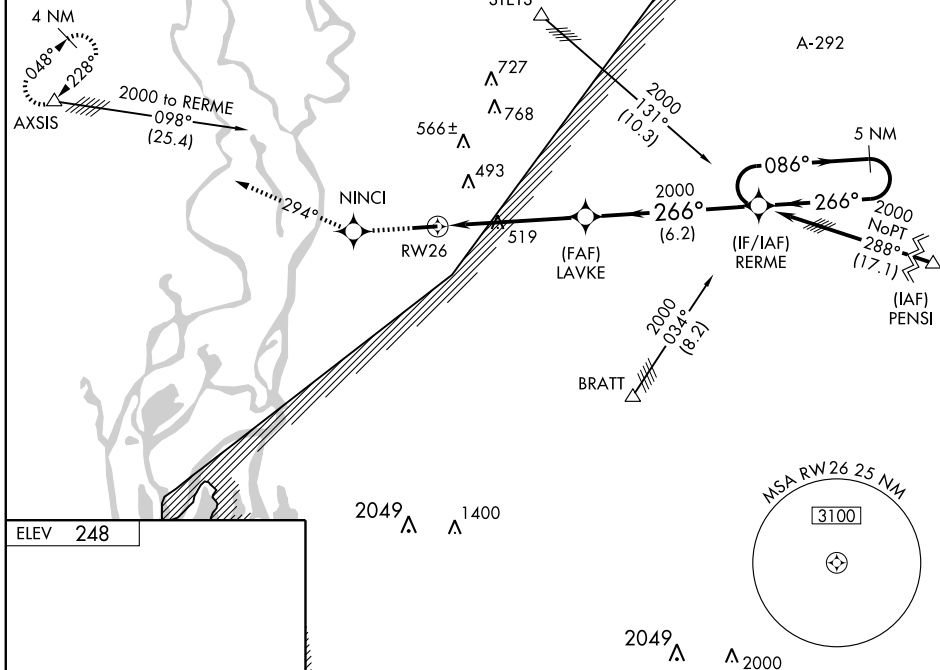
MISSED APPROACH: Climb to 2000 direct NINCI then via 294° track to AXIS and hold.

MOBILE RGNL ATIS
124.75

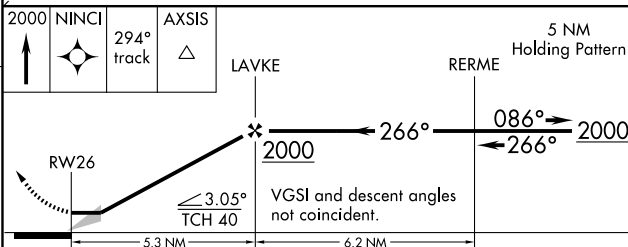
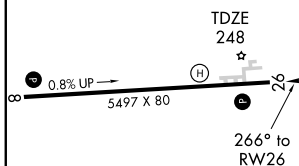
MOBILE APP CON ★
118.5 269.3

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at AXSIS via V20 Southwest bound.



ELEV	248
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CATEGORY	A	B	C	D
LNAV MDA	880-1	632 (700-1)	880-1 $\frac{3}{4}$ 632 (700-1 $\frac{3}{4}$)	NA
CIRCLING	880-1	632 (700-1)	880-1 $\frac{3}{4}$ 632 (700-1 $\frac{3}{4}$)	NA

REIL Rwy 8
MIRL Rwy 8-26 **L**

VORTAC SJJ 115.3 Chan 100	APP CRS 067°	Rwy Idg 5497 TDZE 239 Apt Elev 248
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VOR RWY 8
BAY MINETTE MUNI (1R8)

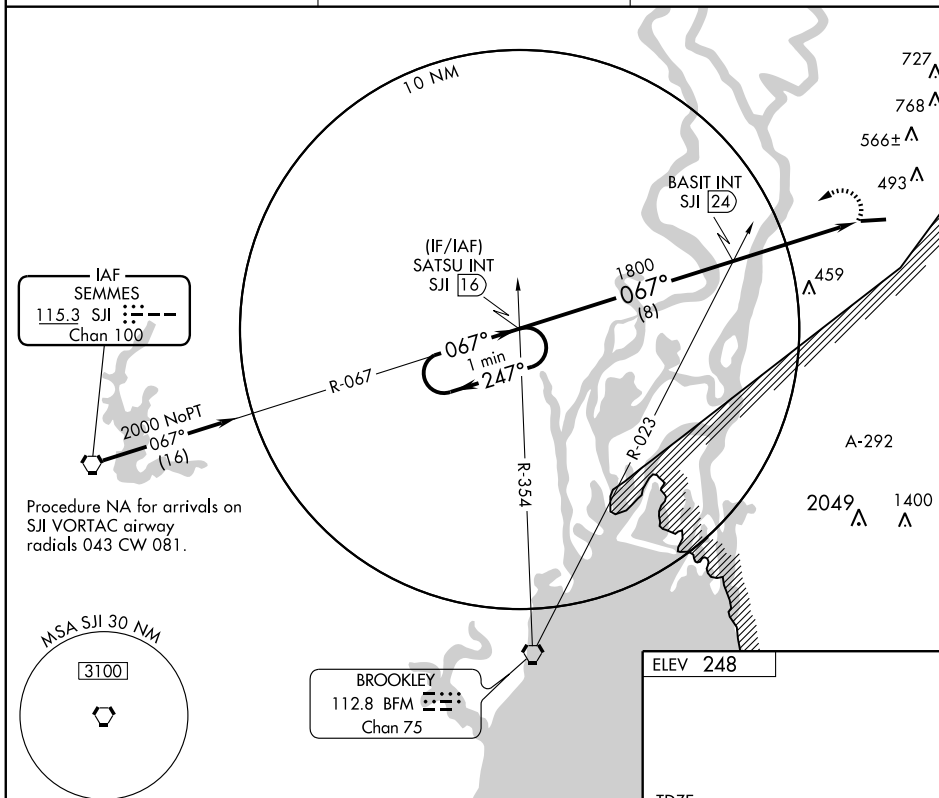
T Use Mobile Rgnl altimeter setting; if not received,
A NA use Mobile Downtown altimeter setting and increase
all MDAs 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 via SJI VORTAC R-067 to SATSU Int/16 DME and hold.

MOBILE RGNL ATIS
124.75

MOBILE APP CON★
118.5 269.3

UNICOM
122.8 (CTAF) **L**



One Minute Holding Pattern

SATSU INT SJI 16

2000

247°

067°

067°

1800

3.07°

TCH 40

8 NM

4.8 NM

VGSI and descent angles not coincident.

BASIS INT SJI 24

SJI R-067 115.3

SATSU INT

CATEGORY	A	B	C	D
S-8	820-1 581 (600-1)	820-1¼ 581 (600-1¼)	820-1½ 581 (600-1½)	NA
CIRCLING	820-1 572 (600-1)	820-1¼ 572 (600-1¼)	820-1½ 572 (600-1½)	NA

TDZE
239

0.8% UP

5497 X 80

067° 4.8 NM
from FAF

REIL Rwy 8
MIRL Rwy 8-26

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

GPS RWY 23
BESSEMER(EKY)

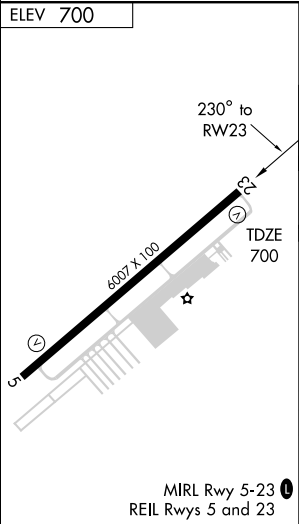
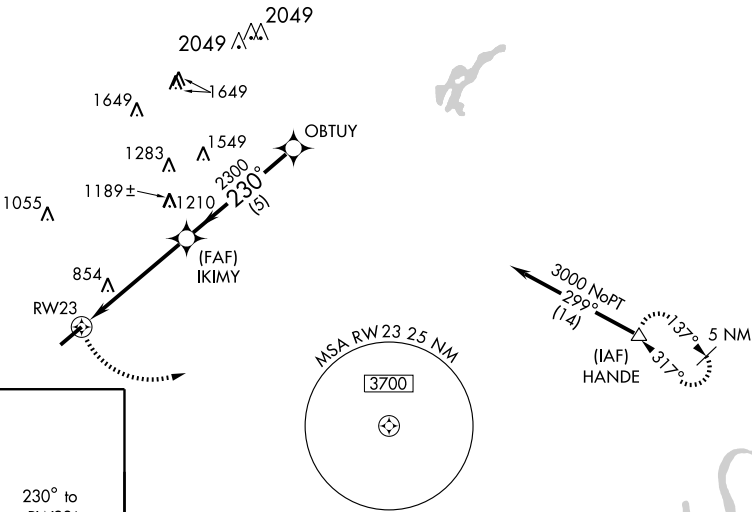
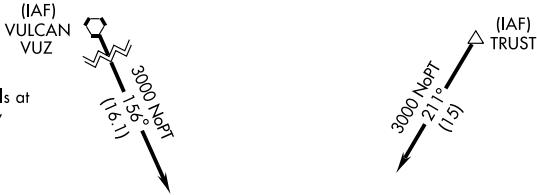
APP CRS	Rwy Idg	6007
230°	TDZE	700
	Apt Elev	700

▲ NA When local altimeter setting not received, use Alabaster altimeter setting and increase all MDA 60 feet and visibility Cat. C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3800 direct HANDE and hold.

AWOS-3 118.825	BIRMINGHAM APP CON 124.9	CLNC DEL 123.75	UNICOM 123.0 (CTAF) 1
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Procedure NA for arrivals at VUZ VORTAC on airway radials 111 CW 212.



3800 HANDE ▲

VGSI and decent angles not coincident.

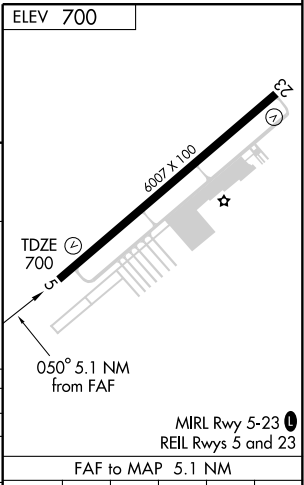
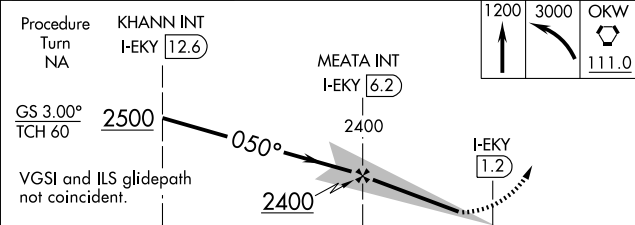
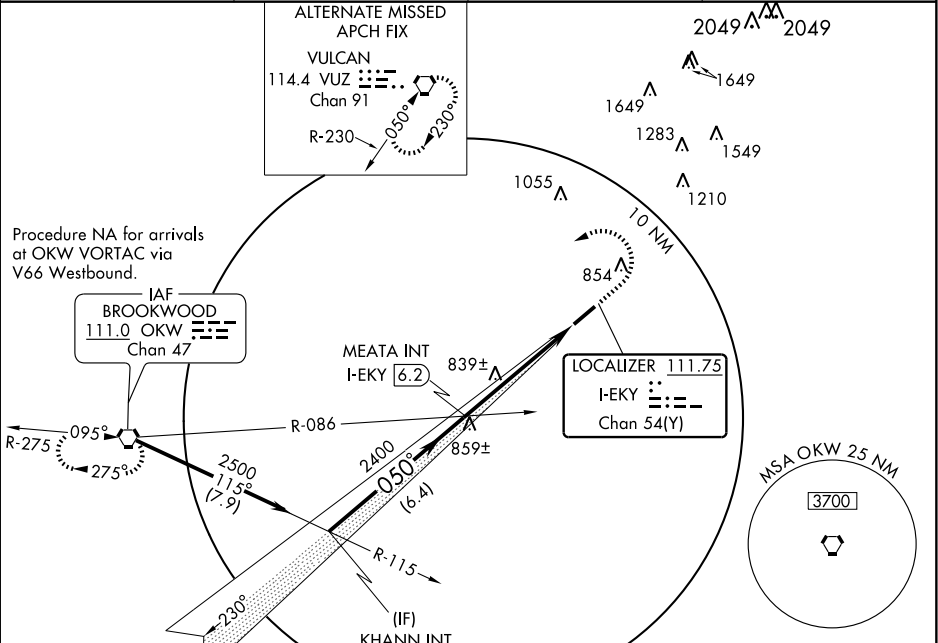
CATEGORY	A	B	C	D
S-23	1260-1	560 (600-1)	1260-1½ 560 (600-1½)	NA
CIRCLING	1260-1	560 (600-1)	1260-1½ 560 (600-1½)	NA

LOC/DME I-EKY 111.75 Chan 54 (Y)	APP CRS 050°	Rwy Idg TDZE Apt Elev	6007 700 700
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ILS or LOC RWY 5
BESSEMER (EKY)

<p>NA</p> <p>When local altimeter setting not received, use Alabaster altimeter setting and increase DA to 941 feet. Increase all MDA 60 feet and S-LOC 5 visibility Cat. C and D ¼ mile.</p>	MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct OKW VORTAC and hold.
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AWOS-3 118.825	BIRMINGHAM APP CON 124.9	CLNC DEL 123.75	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 5	900-¾	200 (200-¾)		
S-LOC 5	1100-1	400 (400-1)	1100-1¼ 400 (400-1¼)	
CIRCLING	1200-1	500 (500-1)	1220-1½ 520 (600-½)	1260-2 560 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

WAAS Chan 65999 W05A	APP CRS 050°	Rwy Idg TDZE Apt Elev	6007 700 700
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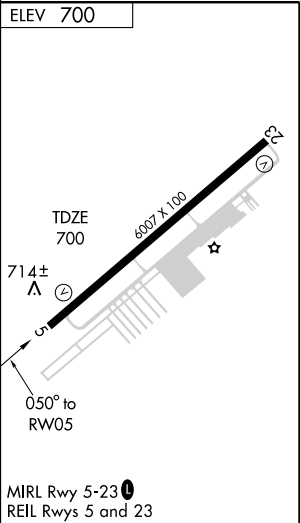
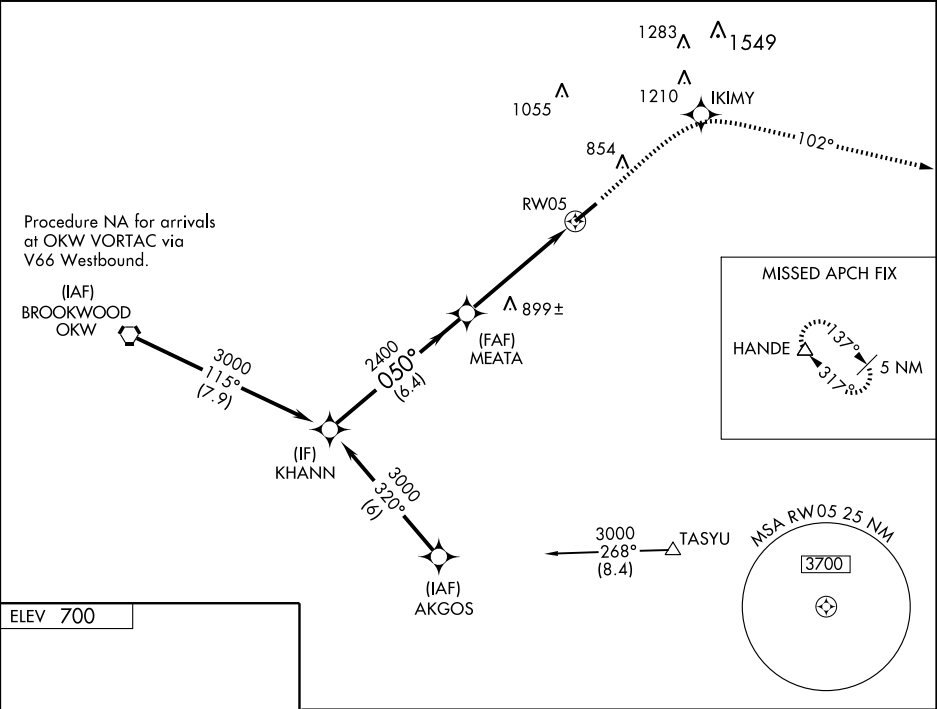
RNAV (GPS) RWY 5
BESSEMER (EKY)

NA

Baro-VNAV NA when using Alabaster altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alabaster altimeter setting and increase LPV DA to 991 feet and all visibilities ¼ mile; LNAV/VNAV DA to 1260 feet and all visibilities ¼ mile; increase all MDA 60 feet and LNAV visibility Cats. C and D ¼ mile.

MISSED APPROACH: Climb to 4000 direct IKIMY and via 102° track to HANDE and hold.

AWOS-3 118.825	BIRMINGHAM APP CON 124.9	CLNC DEL 123.75	Λ 1649	UNICOM 123.0 (CTAF)
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	KHANN		4000	IKIMY	TRK 102°	HANDE
	3000		↑	✧	Δ	
	Procedure Turn NA					
	VGSI and RNAV glidepath not coincident.					
	2400					
	6.4 NM					
	5.1 NM					
	RW05					
CATEGORY	A	B	C	D		
LPV DA		950-3¼	250 (300-3¼)			
LNAV/VNAV DA		1219-1¾	519 (600-1¾)			
LNAV MDA	1160-1	460 (500-1)	1160-1¼ 460 (500-1¼)	1160-1½ 460 (500-1½)		
CIRCLING	1200-1	500 (500-1)	1220-1½ 520 (600-1½)	1260-2 560 (600-2)		

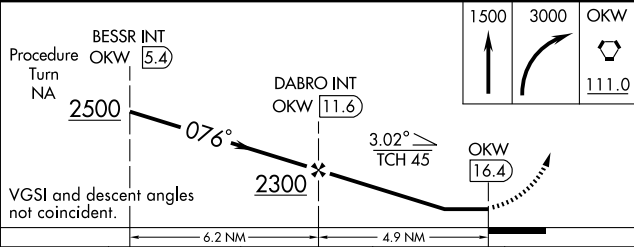
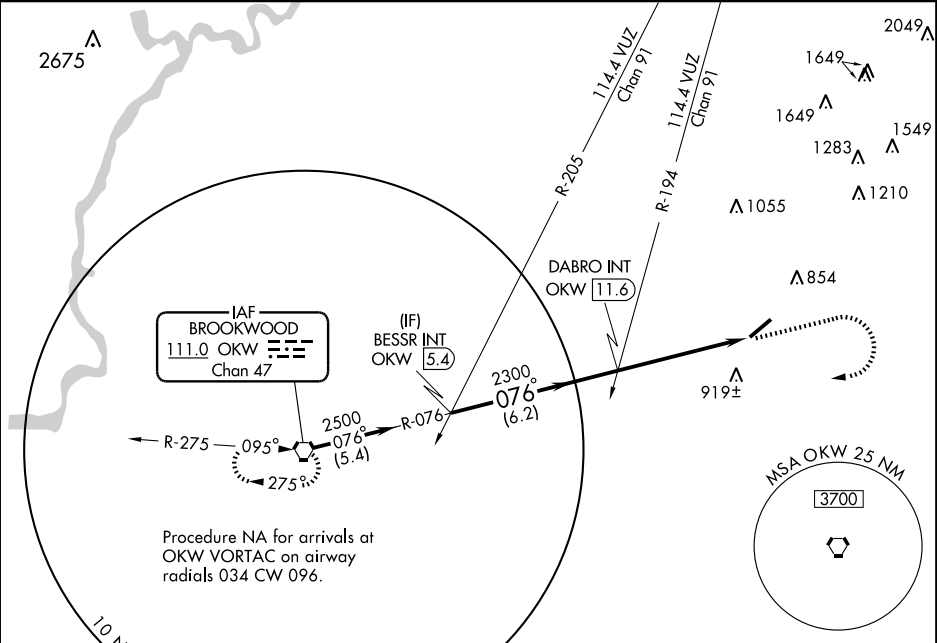
VOR RWY 5
BESSEMER (EKY)

VORTAC OKW	APP CRS	Rwy Idg	6007
111.0	076°	TDZE	700
Chan 47		Apt Elev	700

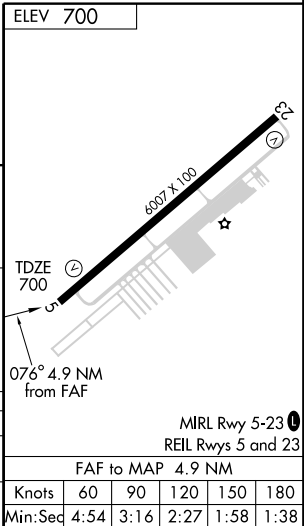
NA Inoperative table does not apply. If local altimeter setting not received, use Alabaster altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OKW VORTAC and hold.

AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75	123.0 (CTAF) U



CATEGORY	A	B	C	D
S-5	1180-1 480 (500-1)		1180-1½ 480 (500-1½)	1180-1½ 480 (500-1½)
CIRCLING	1200-1 500 (500-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)

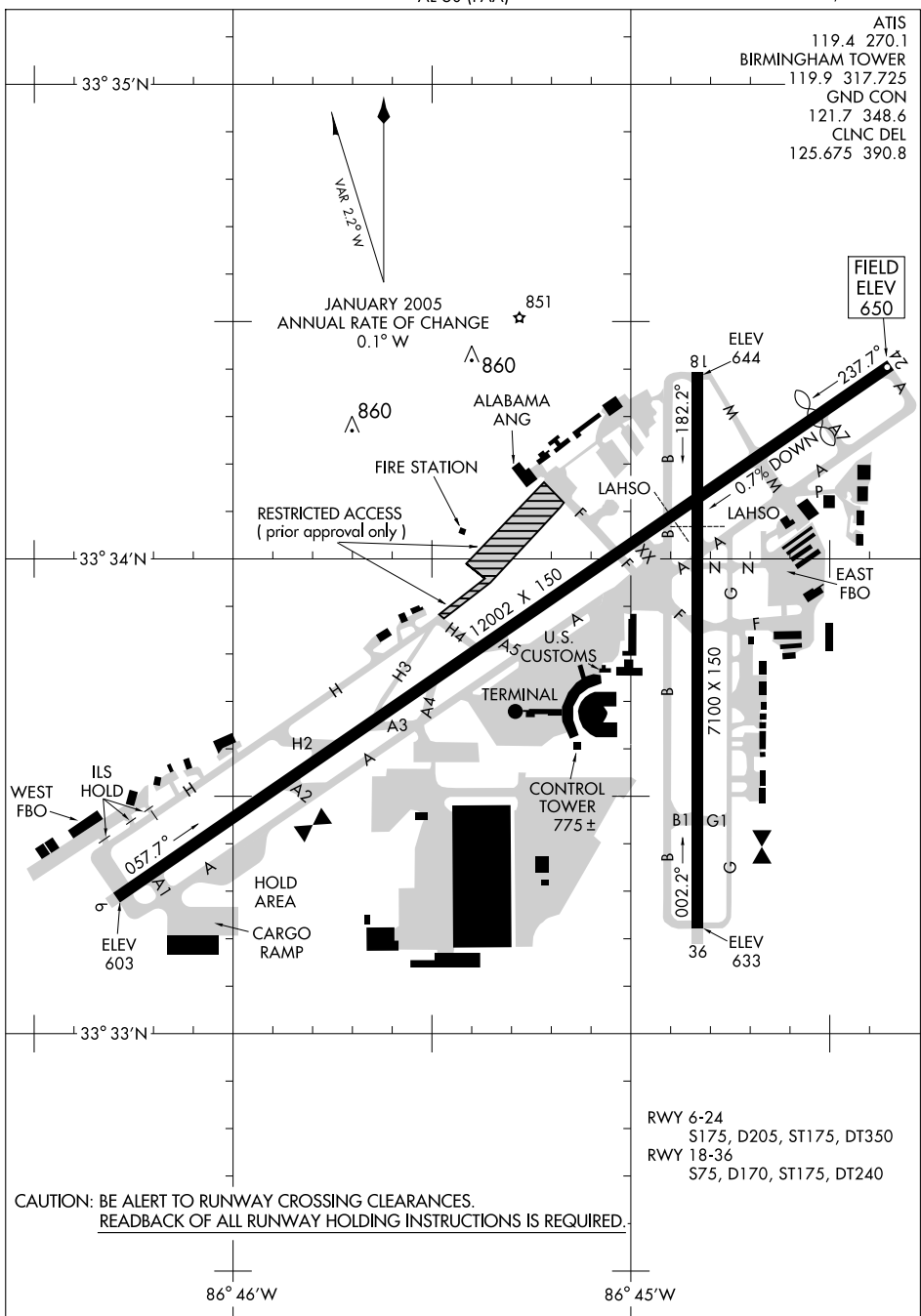


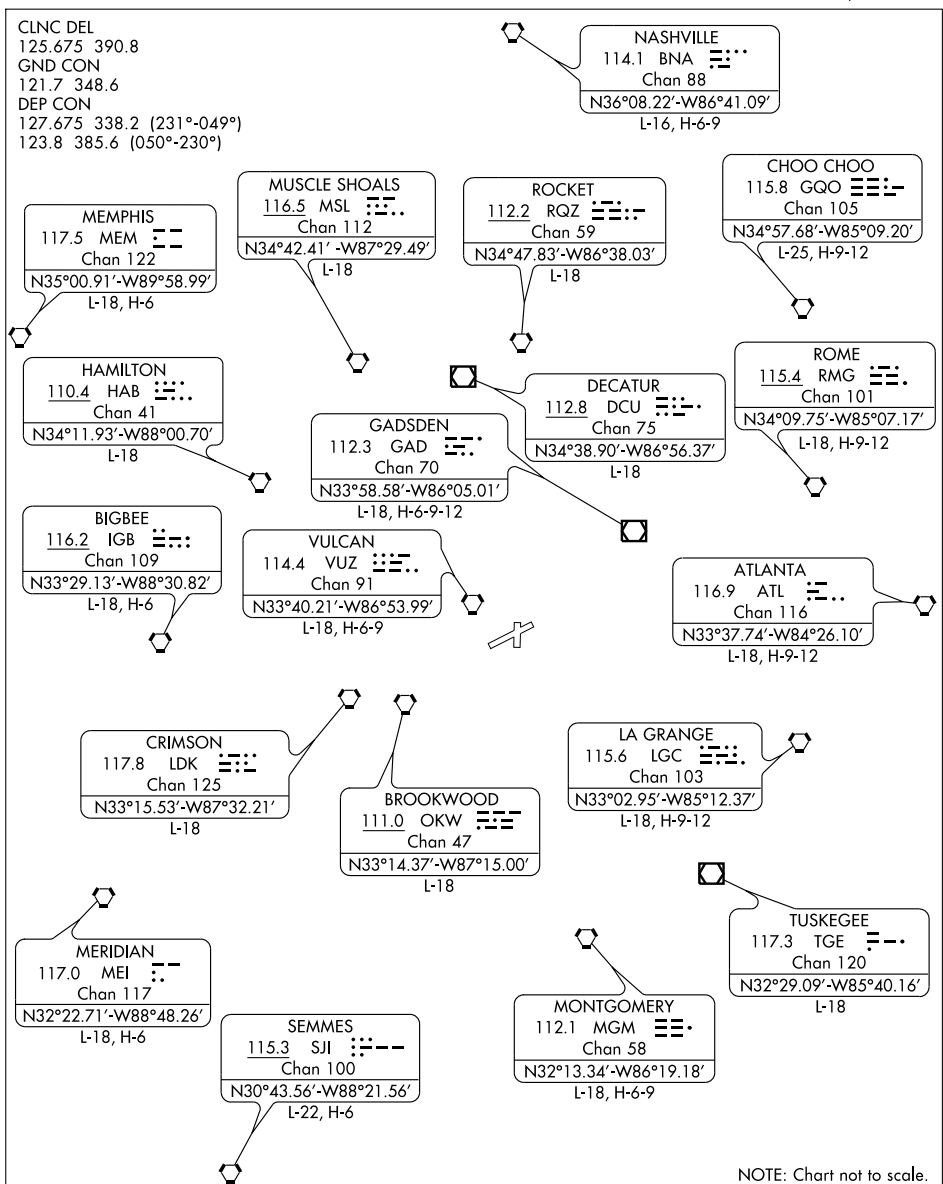
AIRPORT DIAGRAM

AL-50 (FAA)

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

BIRMINGHAM, ALABAMA





DEPARTURE ROUTE DESCRIPTION

Maintain runway heading for departure vectors. Expect radar vectors to join filed route. Maintain 5,000' or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

LOC/DME I-ROE 109.5 Chan 32	APP CRS 238°	Rwy Idg 10802 TDZE 650 Apt Elev 650
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ILS or LOC/DME RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

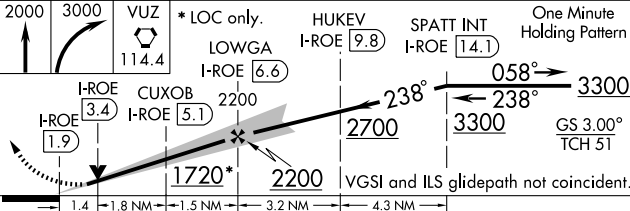
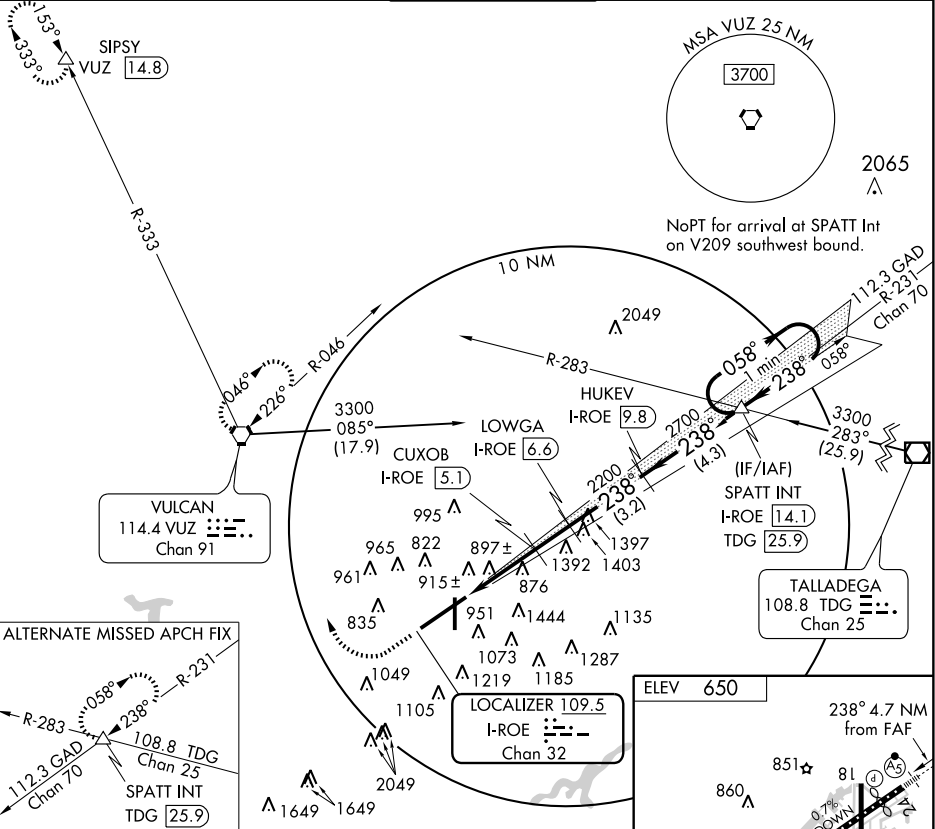
▼

For inoperative MALSR, increase S-ILS 24 Cat E visibility to RVR 5000 and S-LOC 24 Cats A and B visibility to RVR 5000, and S-LOC 24 Cat E visibility to 1¾. Visibility reduction by helicopters NA.

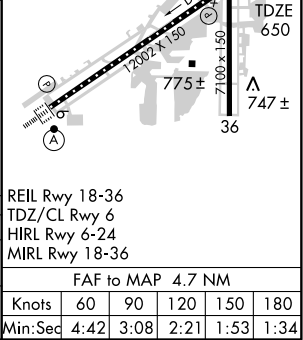
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct VUZ VORTAC and hold (TACAN aircraft continue via VUZ VORTAC R-333 to SIPSY/ VUZ 14.8 DME and hold NW, RT, 153 inbound.)

ATIS 119.4 270.1	BIRMINGHAM APP CON 123.8 385.6	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6	CLNC DEL 125.675 390.8
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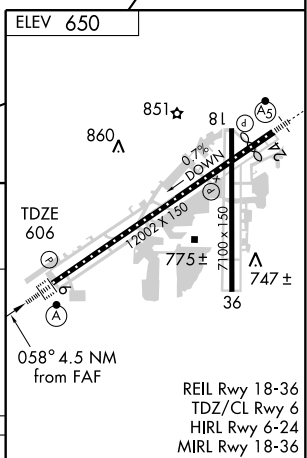
CATEGORY	A	B	C	D	E
S-ILS 24	942/40		292 (300-¾)		
S-LOC 24	1160/40 510 (600-¾)		1160/50 510 (600-1)		1160/60 510 (600-1½)



ILS or LOC RWY 6
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct YUZ VORTAC and hold.

CLNC DEL
125.675 390.8

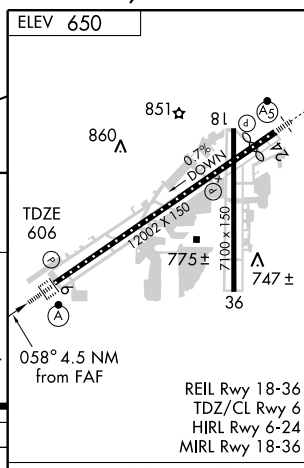
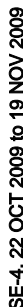


FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

CLNC DEL
125.675 390.8



**CATEGORY II ILS- SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

LOC/DME I-BXO
111.3
Chan **50**

APP CRS
183°

Rwy Idg
TDZE **650**
Apt Elev **644**

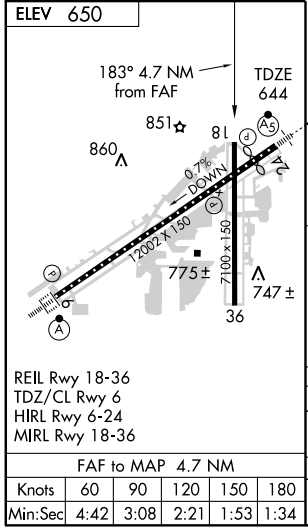
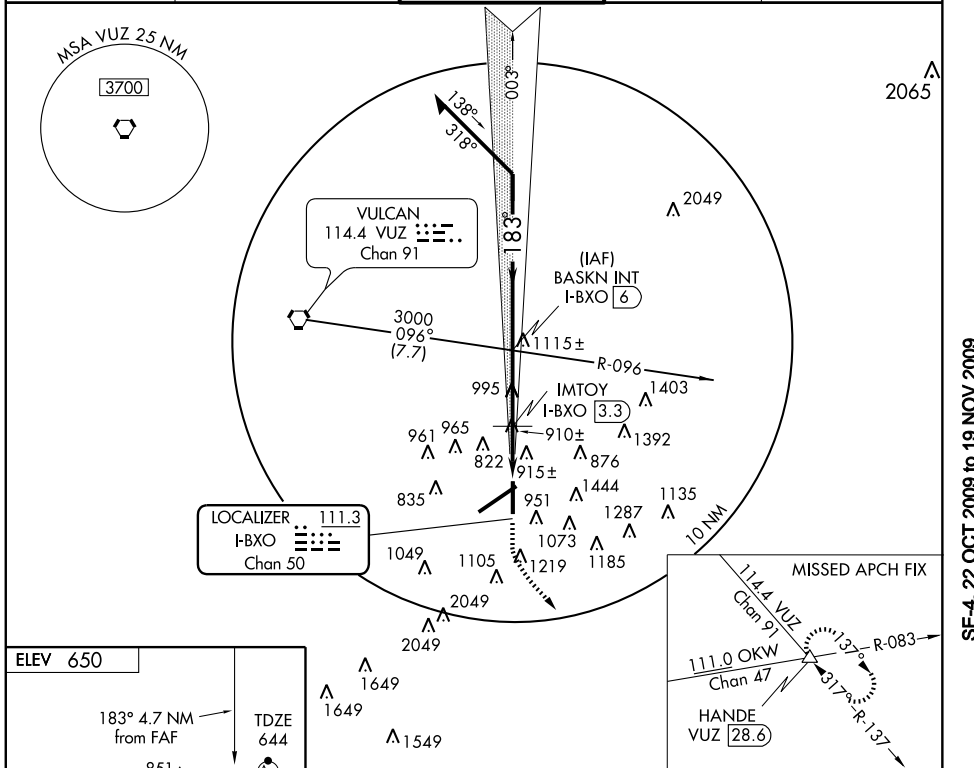
LOC RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

▽

MISSED APPROACH: Climb to 3800 via heading 181° and VUZ R-137 to HANDE Int/VUZ 28.6 DME and hold.

ATIS 119.4 270.1	BIRMINGHAM APP CON 123.8 385.6	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6	CLNC DEL 125.675 390.8
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ELEV 650		3800		HANDE VUZ 28.6		BASKN INT I-BXO 6		Remain within 10 NM	
183° 4.7 NM from FAF		VUZ R-137 114.4		IMTOY I-BXO 3.3		IMTOY I-BXO 1.3		003°	
TDZE 644		HDG 181°		1380		2300		183°	
851		3.24° TCH 48		2 NM		2.7 NM		3000	
860		CATEGORY		A		B		C	
775±		S-18		1380-1 736 (800-1)		1380-2 736 (800-2)		1380-2 1/4 736 (800-2 1/4)	
7100 x 150		IMTOY FIX MINIMUMS		1200-1 556 (600-1)		1200-1 1/2 556 (600-1 1/2)		1200-1 3/4 556 (600-1 3/4)	
36		S-18		1200-1 556 (600-1)		1200-1 1/2 556 (600-1 1/2)		1200-1 3/4 556 (600-1 3/4)	
747±		Knots		60		90		120	
1200 x 150		Min:Sec		4:42		3:08		2:21	
REIL Rwy 18-36				150		180			
TDZ/CL Rwy 6				1:53		1:34			
HIRL Rwy 6-24									
MIRL Rwy 18-36									

WAAS CH 82014 W06A	APP CRS 058°	Rwy Idg TDZE Apt Elev	12002 606 650
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RNAV (GPS) RWY 6

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

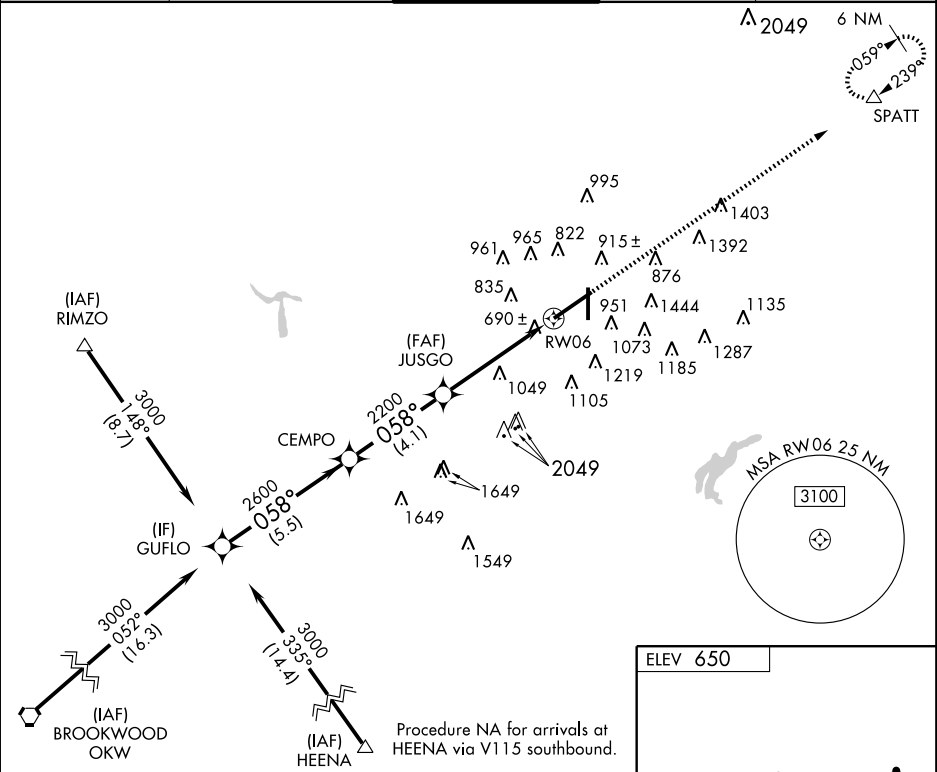
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

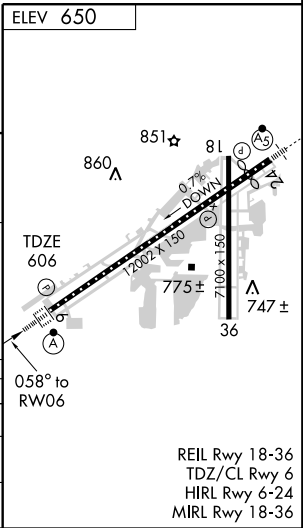


MISSED APPROACH:
Climb to 3300 direct
SPATT and hold.

ATIS 119.4 270.1	BIRMINGHAM APP CON 123.8 385.6	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6	CLNC DEL 125.675 390.8
----------------------------	--	--	-------------------------------	----------------------------------

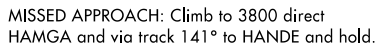


Procedure GUFLO Turn NA				
<div>3000 058°</div> <div>CEMPO</div> <div>JUSGO 2200</div> <div>RW06</div> <div>5.5 NM 4.1 NM 2.4 NM 2.4 NM</div>				
GS 3.00° TCH 53				
VGSi and RNAV glidepath not coincident.				
CATEGORY	A	B	C	D
LPV DA	806/24		200 (200-½)	
LNAV/VNAV DA	1120/60		514 (500-1¼)	
LNAV MDA	1440/24 834 (800-½)	1440/40 834 (800-¾)	1440-2 834 (800-2)	1440-2¼ 834 (800-2¼)

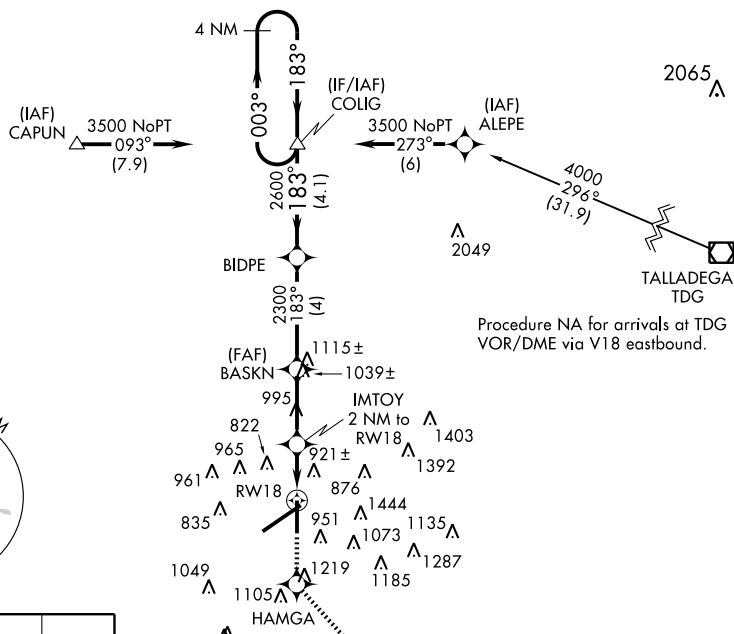
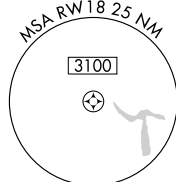


RNAV (GPS) RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

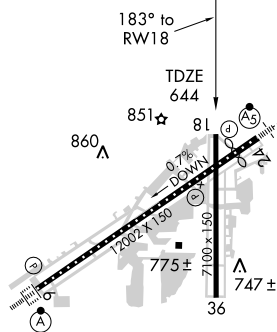


CLNC DEL
125.675 390.8

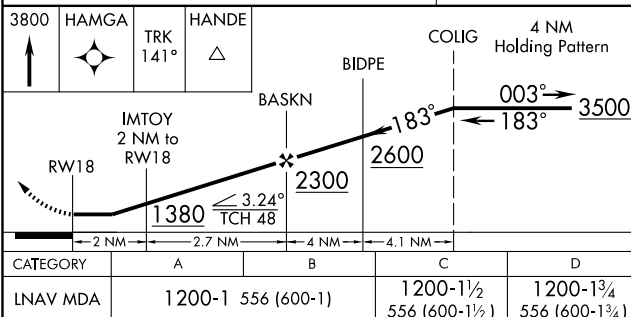


Procedure NA for arrivals at TDG
VOR/DME via V18 eastbound.

ELEV 650



MISSED APCH FIX



SE-4, 22 OCT 2009 to 19 NOV 2009

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

WAAS

CH 53605

W24A

APP CRS

239°

Rwy Idg

10802

TDZE

650

Apt Elev

650

DME/DME RNP-0.3 NA.

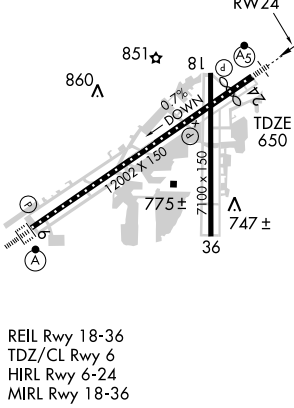
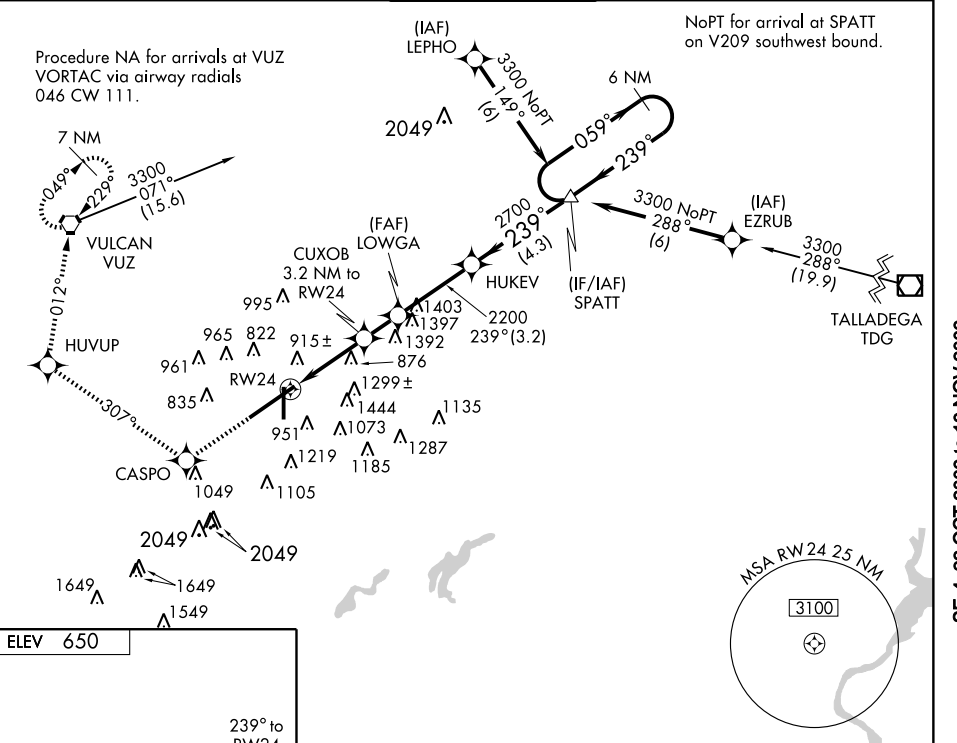
Visibility reduction by helicopters NA.

For inoperative MALSR increase LPV all Cats visibility to 1¼, LNAV Cat A/B visibility to 1 and Cat E visibility to 2¼.

MALSR

MISSED APPROACH: Climb to 3000 direct CASPO and via track 307° to HUVUP then via track 012° to VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 385.6	119.9 317.725	121.7 348.6	125.675 390.8



3000 ↑	CASPO ✦	TRK 307° ✦	HUVUP ✦	TRK 012° ✦	VUZ ⬡	VGSI and RNAV glidepath not coincident.
<div>*LNAV Only</div> <div><div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><di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SE-4: 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 36

T	DME/DME RNP-0.3 NA. Procedure NA at night.
A	Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct BASKN and via track 281° to VUZ VORTAC and hold.

CLNC DEL
125.675 390,8

4 NM

049°

229°

VULCAN
VUZ

MSA RW 36 25 NM

3100

Procedure NA for arrivals on OKW VORTAC
airway radials 034 CW 096.

Procedure NA for arrivals at TDG
VOR/DME via V18 eastbound.

TALLADEGA
TDG

Procedure NA for arrivals at HANDE
via V159-521 southeast bound.

ELEV 650

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

	BASKN	TRK 281°	VUZ 						
RW36									
	5 NM		4 NM		6.8 NM				
CATEGORY	A	B	C	D					
LNAV MDA	1480-1 847 (900-1)	1480-1½ 847 (900-1¼)	1480-2½ 847 (900-2½)	1480-2¾ 847 (900-2¾)					

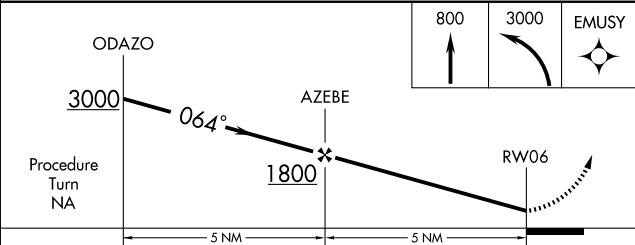
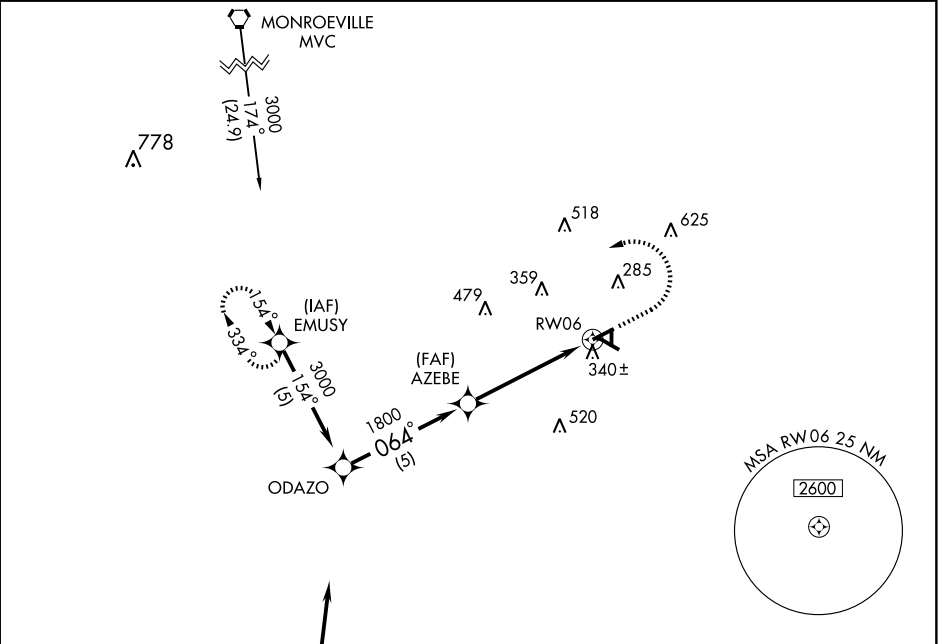
GPS RWY 6
BREWTON MUNI(12J)

APP CRS	Rwy Idg	5136
064°	TDZE	81
	Apt Elev	96

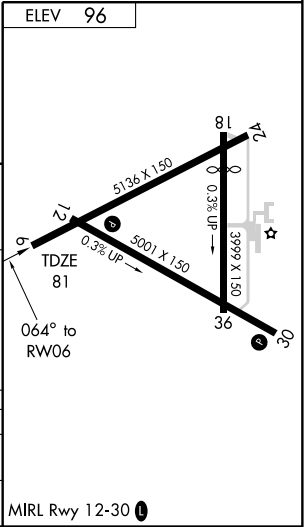
▼
▲ NA Use Pensacola altimeter setting.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct EMUSY WP and hold

AWOS-3 119.325	JACKSONVILLE CENTER 120.2 346.4	UNICOM 122.725 (CTAF) 1
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CATEGORY	A	B	C	D
S-6	680-1	599 (600-1)	680-1½ 599 (600-1½)	680-1¾ 599 (600-1¾)
CIRCLING	740-1	644 (700-1)	760-1¾ 664 (700-1¾)	780-2¼ 684 (700-2¼)



▼

NA

Use Pensacola altimeter setting.
Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 2000 via
CEW R-301 to ROICE/CEW 14 DME and hold.

AWOS-3

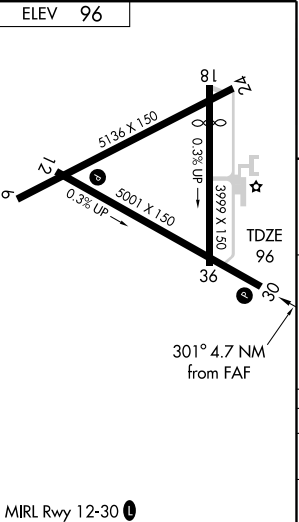
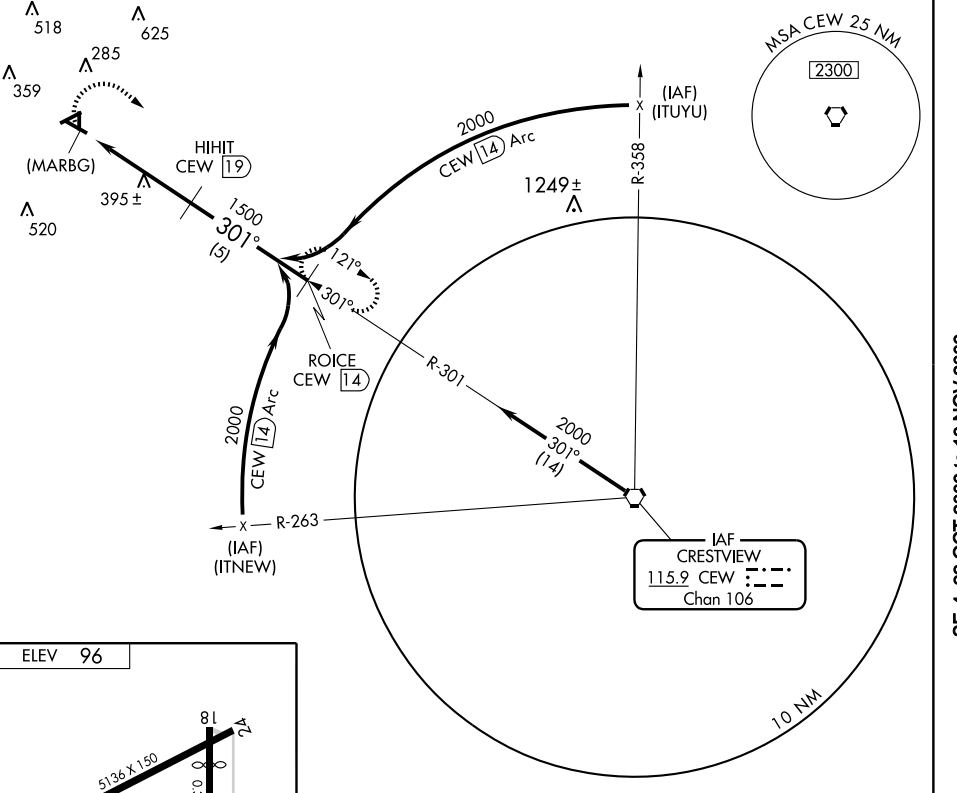
119.325

JACKSONVILLE CENTER

120.2 346.4

UNICOM

122.725 (CTAF)



	<div>2000</div> <div>CEW R-301</div> <div>115.9</div>		<div>ROICE</div> <div>CEW</div> <div>14</div>	<div>ROICE</div> <div>CEW</div> <div>14</div>	
	<div>(MARBG)</div> <div>CEW</div> <div>23.7</div>		<div>HIHIT</div> <div>CEW</div> <div>19</div>	<div>301°</div> <div>2000</div>	
	<div>4.7 NM</div>		<div>5 NM</div>		<div>Procedure Turn</div> <div>NA</div>
CATEGORY	A	B	C	D	
S-30	740-1	740-1¼	740-1¾	740-2	
	644 (700-1)	644 (700-1¼)	644 (700-1¾)	644 (700-2)	
CIRCLING	740-1	740-1¼	760-1¾	780-2¼	
	644 (700-1)	644 (700-1¼)	664 (700-1¾)	684 (700-2¼)	

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4080
115°	TDZE	131
	Apt Elev	134

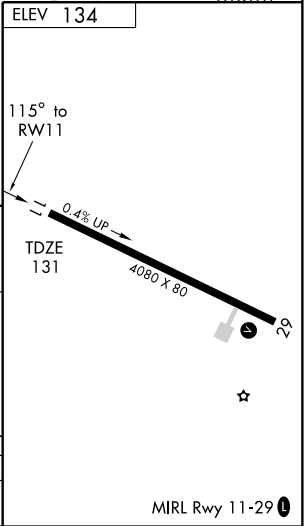
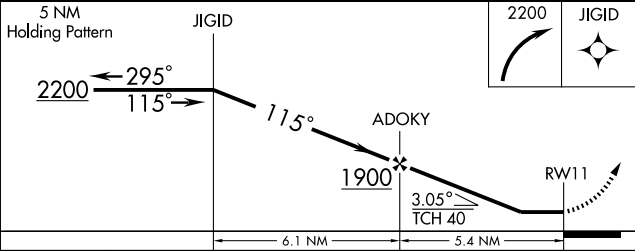
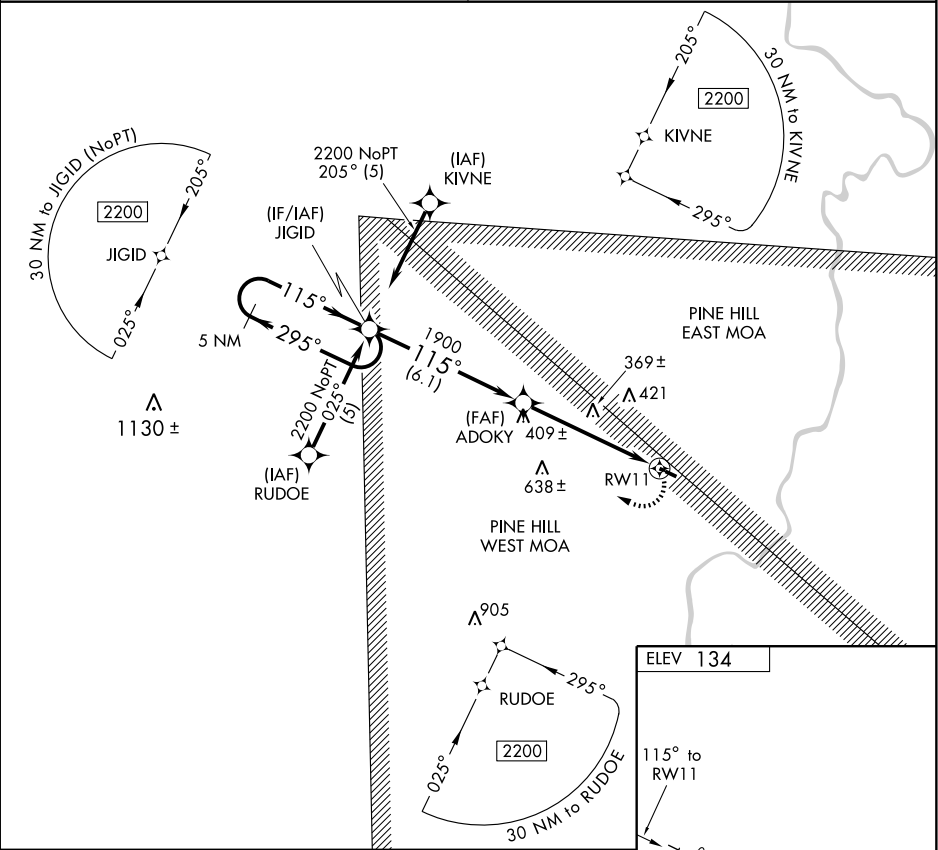
RNAV (GPS) RWY 11

BUTLER-CHOCTAW COUNTY (09A)

Use Meridian, MS altimeter setting. Procedure NA at night.
Visibility reduction by helicopters NA. Circling not authorized.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct JIGID and hold.

MERIDIAN APP CON ★ 119.2 374.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	740-1	609 (700-1)	740-1 3/4 609 (700-1 3/4)	NA

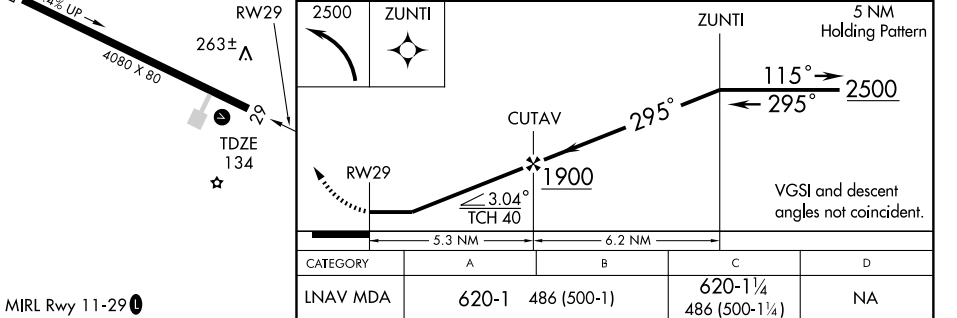
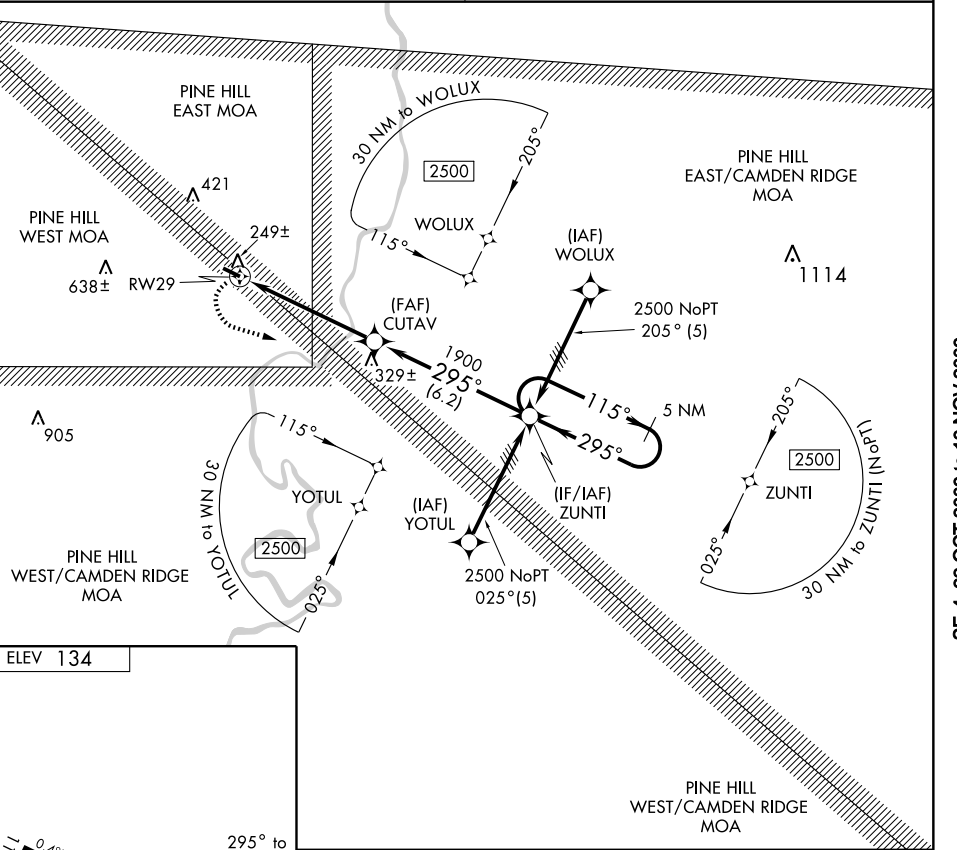
NA

Use Meridian, MS altimeter setting. Procedure NA at night.
 Visibility reduction by helicopters NA. Circling not authorized.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct ZUNTI and hold.

MERIDIAN APP CON★
 119.2 374.9

UNICOM
 122.8 (CTAF)



CATEGORY	A	B	C	D
LNNAV MDA	620-1	486 (500-1)	620-1¼ 486 (500-1¼)	NA

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC RMG 115.4 Chan 101	APP CRS 270°	Rwy Idg TDZE Apt Elev 3401 619 619
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VOR/DME or GPS RWY 27

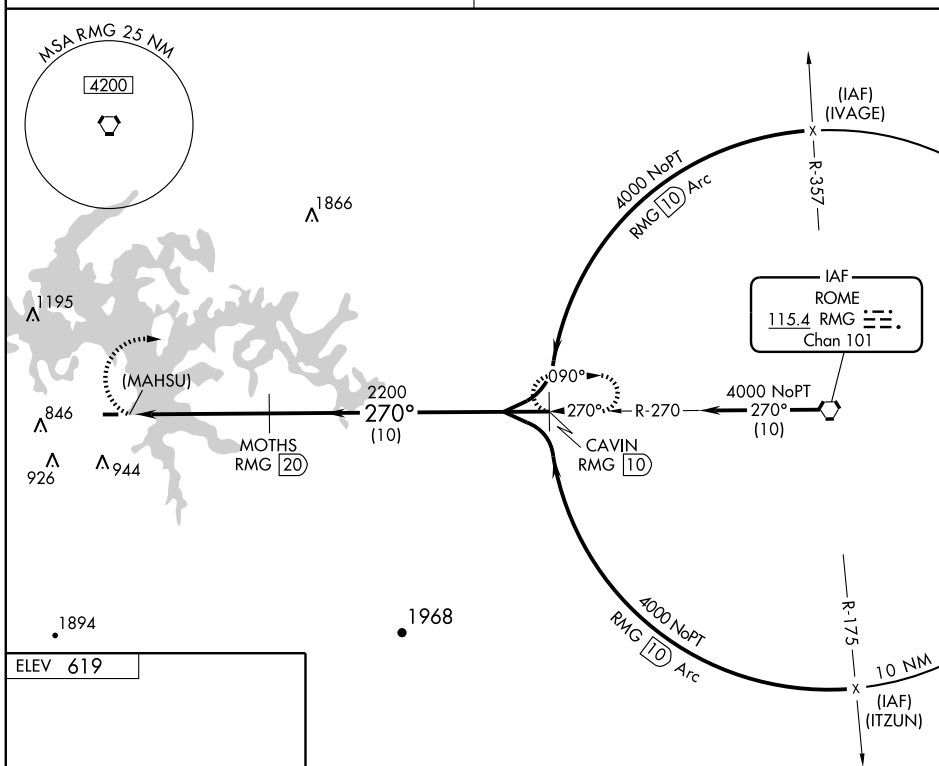
CENTRE MUNI (C22)

▼
▲ NA Use Anniston, AL altimeter setting.

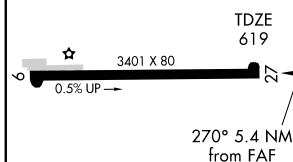
MISSED APPROACH: Climbing right turn to 4000 to CAVIN
10 DME Fix via R-270 RMG VORTAC and hold.

ATLANTA CENTER
133.8 353.7

CTAF
122.9



ELEV 619



4000 RMG R-270 115.4	CAVIN RMG 10	MOTHS RMG 20	CAVIN RMG 10	4000	Procedure Turn NA
(MAHSU) RMG 25	2200	270°			
0.4	5 NM	10 NM			
CATEGORY	A	B	C	D	
S-27	1360-1 741 (800-1)	1360-1¼ 741 (800-1¼)	1360-1½ 741 (800-1½)	1360-1¾ 741 (800-1¾)	
CIRCLING	1360-1 741 (800-1)	1400-1¼ 781 (800-1¼)	1400-1½ 781 (800-1½)	1400-2 781 (800-2)	

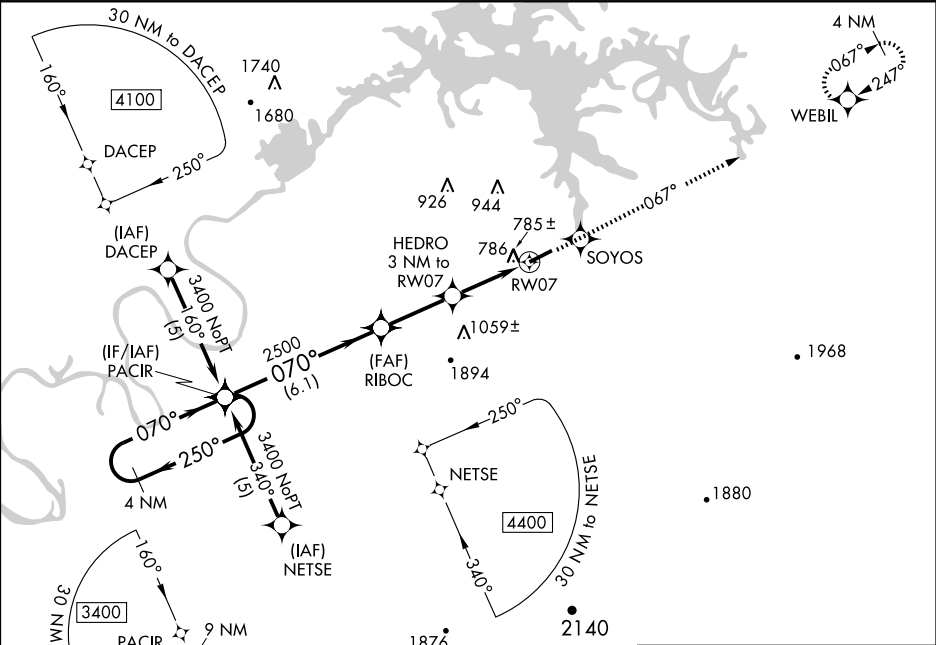
APP CRS	Rwy Idg	5500
070°	TDZE	585
	Apt Elev	596

RNAV (GPS) RWY 7

CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

<p>▼ ▲ NA</p>	<p>DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.</p>	<p>MISSED APPROACH: Climb to 3400 direct SOYOS and via 067° track to WEBIL and hold.</p>
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<p>GADSDEN AWOS-3 127.825</p>	<p>ATLANTA APP CON 133.8 353.7</p>	<p>CTAF 122.90</p>
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<div><div><div><div><div><div></div><div>to PACIR (NoPT)</div></div><div><div>340°</div><div>070°</div></div><div><div>5000</div></div></div></div><div><div>4 NM Holding Pattern</div><div><div><div><div><div>PACIR</div><div><div><div><div><div>3400</div><div>←250°</div><div>070°→</div></div><div><div>070°</div></div><div><div>2500</div></div></div></div><div><div><div><div><div>RIBOC</div><div>3.05°</div><div>TCH 40</div></div><div><div>1580</div></div><div><div>3 NM to RW07</div></div></div></div><div><div><div><div>RW07</div><div>6.1 NM</div><div>2.8 NM</div><div>3 NM</div></div></div></div></div></div><div><div>3400</div><div>SOYOS</div><div>067° TRK</div><div>WEBIL</div></div></div></div><div><div><div>070° to RW07</div><div><div>5500 X 100</div></div><div><div>TDZE 585</div></div></div></div></div></div></div></div></div>		ELEV 596		
CATEGORY	A	B	C	D
LNAV MDA	1100-1 515 (600-1)		1100-1½ 515 (600-1½)	1100-1¾ 515 (600-1¾)
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	1160-2 564 (600-2)

MIRL Rwy 7-25

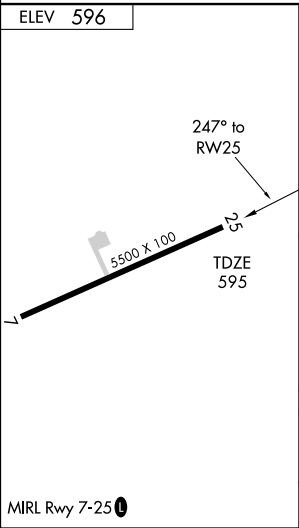
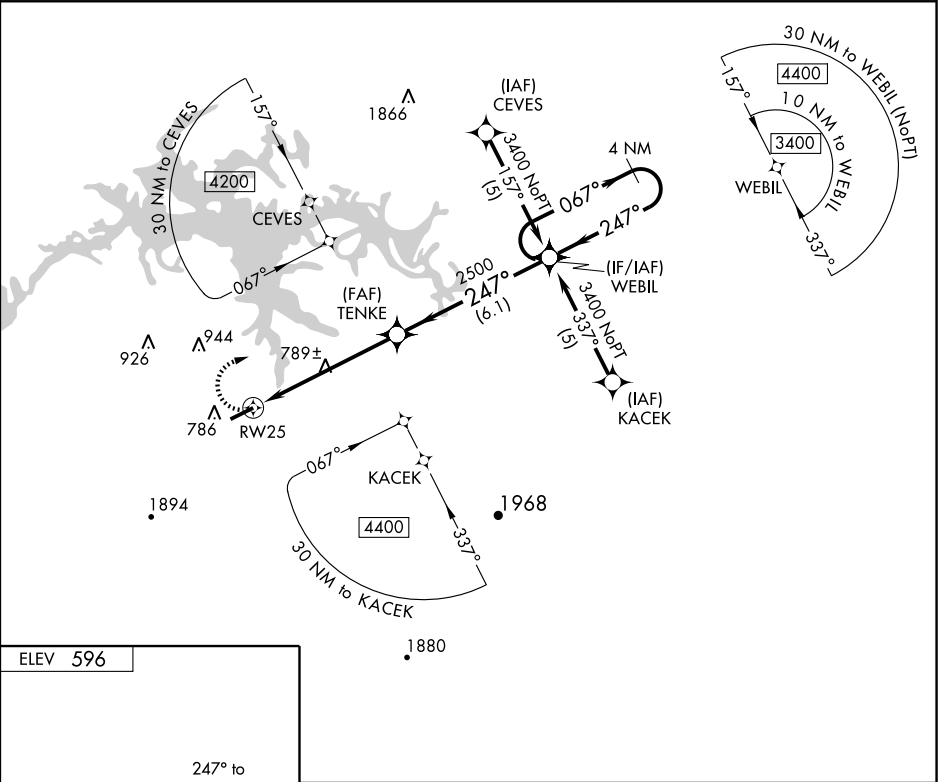
APP CRS	Rwy Idg	5500
247°	TDZE	595
	Apt Elev	596



RNAV (GPS) RWY 25

CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

 DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.	MISSED APPROACH: Climbing right turn to 3400 direct WEBIL and hold.
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GADSDEN AWOS-3 127.825	ATLANTA APP CON 133.8 353.7	CTAF 122.9 
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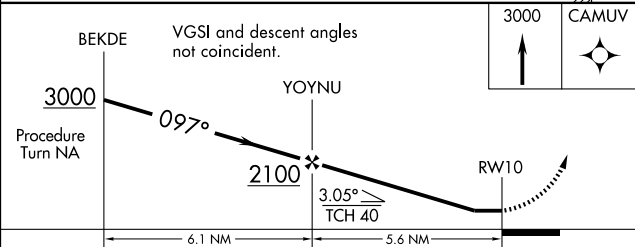
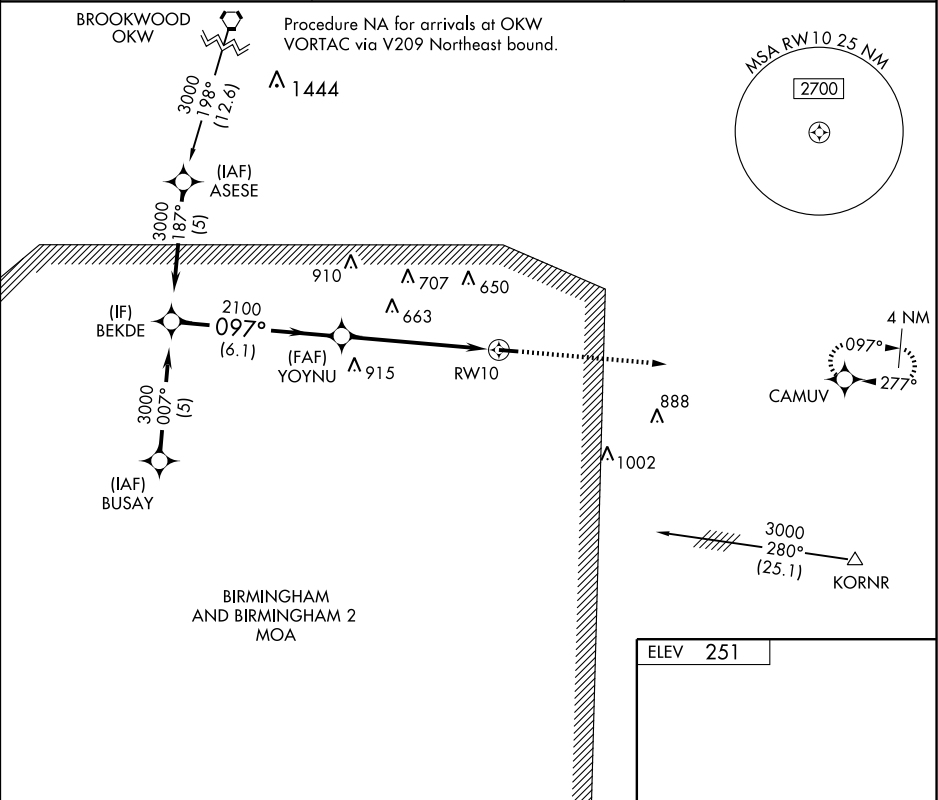
<div><div>3400</div><div></div></div>		<div><div>WEBIL</div><div></div></div>		4 NM Holding Pattern	
<div><div><div><div><div><div></div><div></div><div></div><div></div></div><div></div></div><div><div><div></div><div></div><div></div><div></div></div><div></div></div><div><div><div></div><div></div><div></div><div></div></div><div></div></div><div><div><div></div><div></div><div></div><div></div></div><div></div></div></div><div><div><div></div><div></div><div></div><div></div></div><div></div></div><div><div><div></div><div></div><div></div><div></div></div><div></div></div><div><div><div></div><div></div><div></div><div></div></div><div></div></div></div><div><div><div></div><div></div><div></div><div></div></div><div></div></div><div><div><div></div><div></div><div></div><div></div></div><div></div></div></div> <div><div><div></div><div></div><div></div><div></div></div><div></div></div> <div><div><div></div><div></div><div></div><div></div></div><div></div></div> <div><div><div></div><div></div><div></div><div></div></div><div></div></div> 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APP CRS	Rwy Idg	4206
097°	TDZE	240
	Apt Elev	251

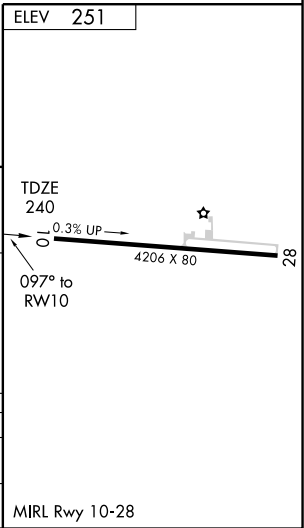
RNAV (GPS) RWY 10
CENTREVILLE / BIBB COUNTY (ØA8)

<p>▼ ▲ NA</p> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet and circling visibility Cat. C ¼ mile. Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 3000 direct CAMUV and hold.</p>
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TUSCALOOSA ASOS 132.825	ATLANTA CENTER 132.25 297.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	960-1	720 (800-1)	960-2	NA
		720 (800-2)		
CIRCLING	1000-1	1060-1¼	1060-2¼	NA
	749 (800-1)	809 (900-1¼)	809 (900-2¼)	



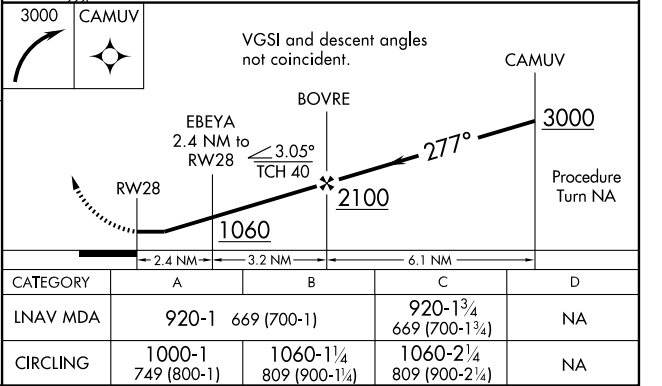
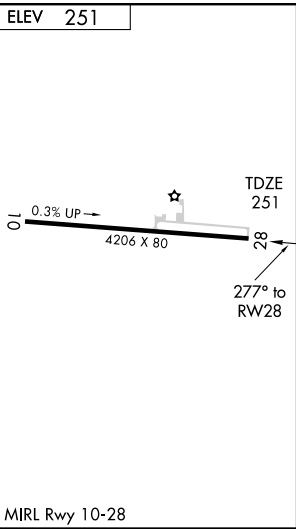
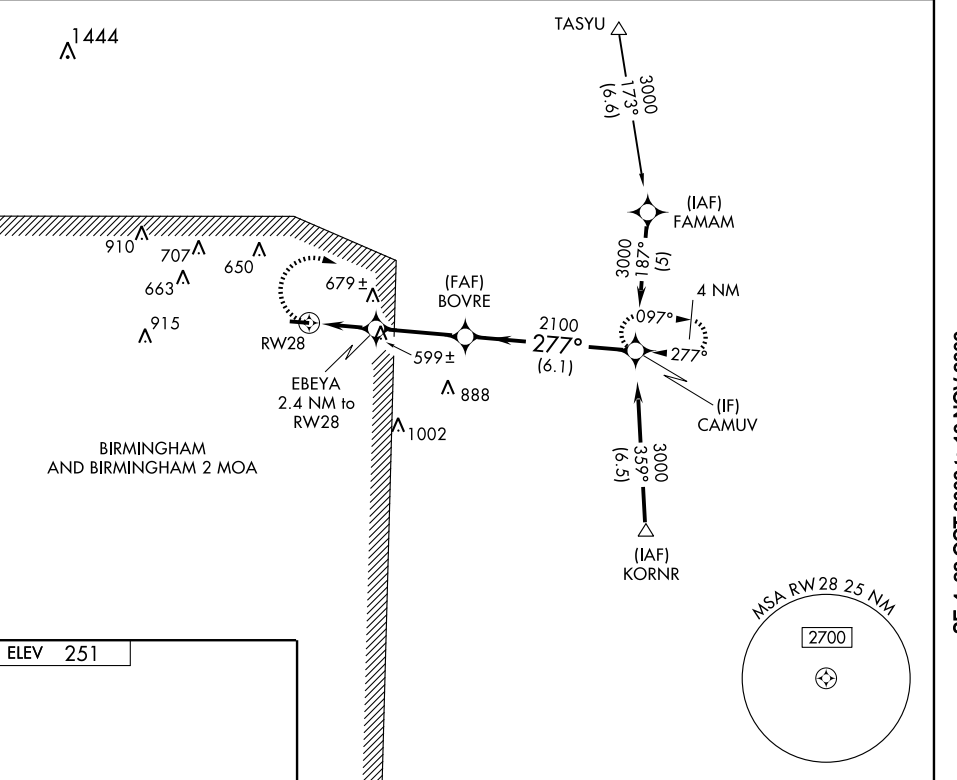
▼

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet and circling visibility Cat. C ¼ mile.

MISSED APPROACH:
Climbing right turn to 3000
direct CAMUV and hold.

TUSCALOOSA ASOS 132.825	ATLANTA CENTER 132.25 297.4	UNICOM 122.8 (CTAF)
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SE-4, 22 OCT 2009 to 19 NOV 2009

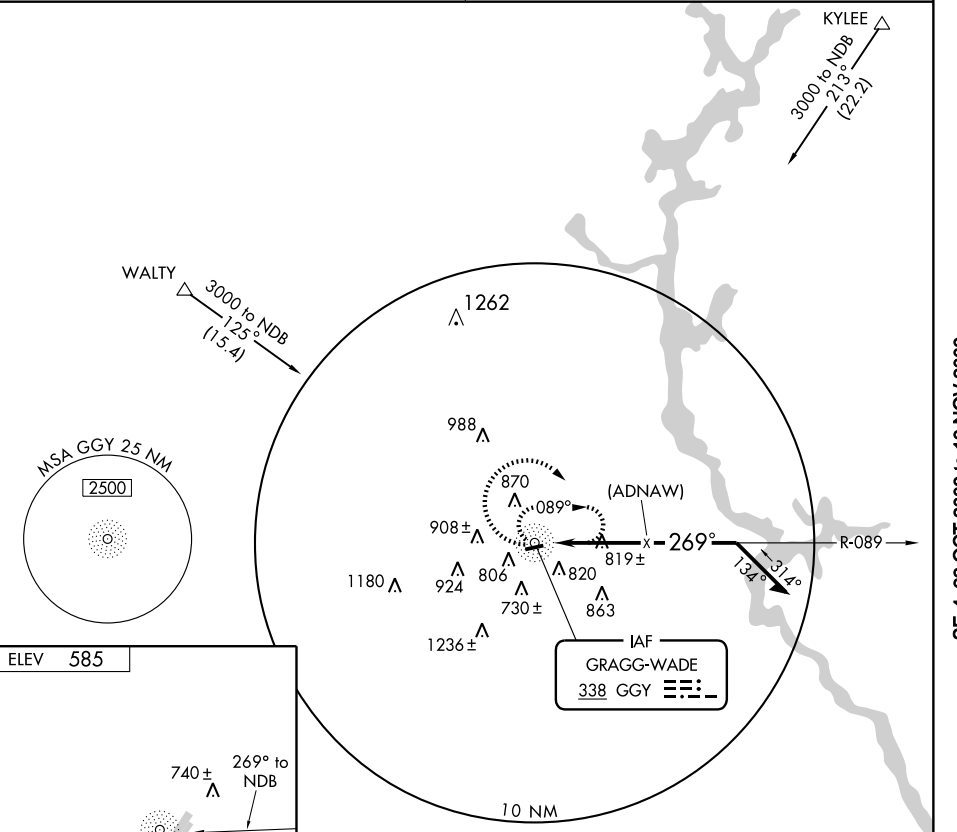
▼

▲ NA

Use Montgomery altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 in GGY NDB holding pattern.

MONTGOMERY APP CON ★ 121.2 380.225	UNICOM 122.8 (CTAF)
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3000

GGY 338

NDB

089°

ADNAW

269°

2500

4 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-26	1320-1	735 (800-1)	1320-2 735 (800-2)	NA
CIRCLING	1320-1	735 (800-1)	1320-2 735 (800-2)	NA

MIRL Rwy 8-26

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5010
277°	TDZE	435
	Apt Elev	435

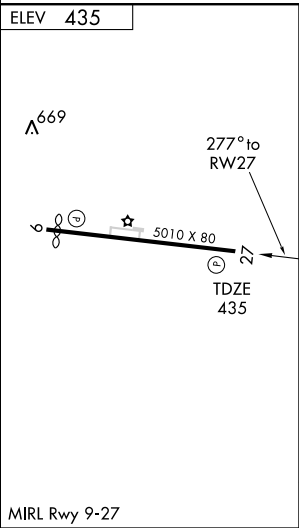
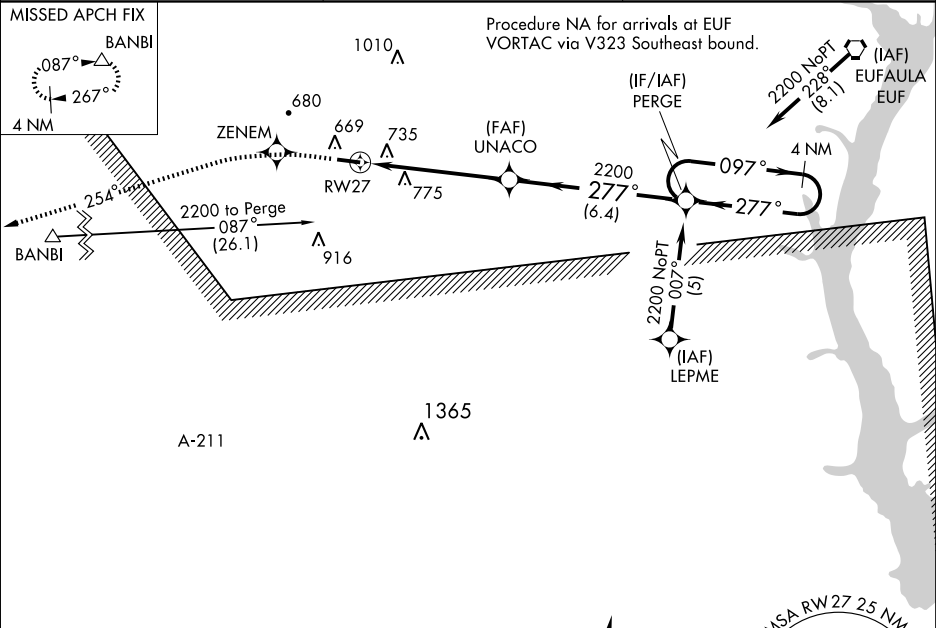
RNAV (GPS) RWY 27

CLAYTON MUNI (11A)

When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, LNAV Cat. C and D visibility ¼, circling Cat. B visibility ¼ and Cat. C and D visibility ½. Visibility reduction by helicopters NA. Circling NA south of Runway 9-27. VDP NA when using Dothan altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct ZENEM and via 254° track to BANBI and hold.

AWOS-3 118.775	CAIRNS APP CON ★ 121.1 319.25	CTAF 122.9
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2200	ZENEM	TRK 254°	BANBI	UNACO	PERGE	4 NM Holding Pattern
1.8 NM to RW27	1.8	3.6 NM	6.4 NM	277°	097°	2200
3.04° TCH 30						
CATEGORY	A	B	C	D		
LNAV MDA	1040-1	605 (700-1)	1040-1¾ 605 (700-1¾)	1040-2 605 (700-2)		
CIRCLING	1100-1	665 (700-1)	1100-1¾ 665 (700-1¾)	1100-2 665 (700-2)		

VORTAC	EUF	APP CRS	Rwy Idg	5010
109.2		255°	TDZE	435
Chan 29			Apt Elev	435

VOR/DME RWY 27

CLAYTON MUNI (11A)

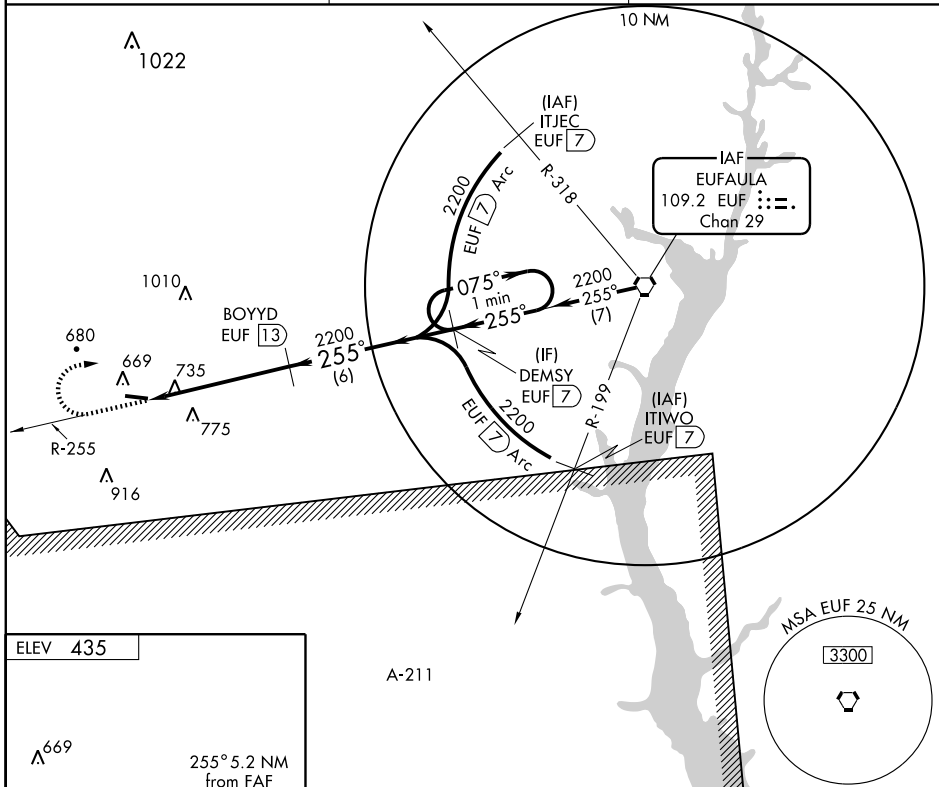
T When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, S-27 Cat C and D visibility $\frac{1}{4}$, circling Cat B visibility $\frac{1}{4}$ and Cat C and D $\frac{1}{2}$. Visibility reduction by helicopters NA. Circling NA south of Runway 9/27.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 via EUF VORTAC R-255 to DEMSY/EUF 7 DME and hold.

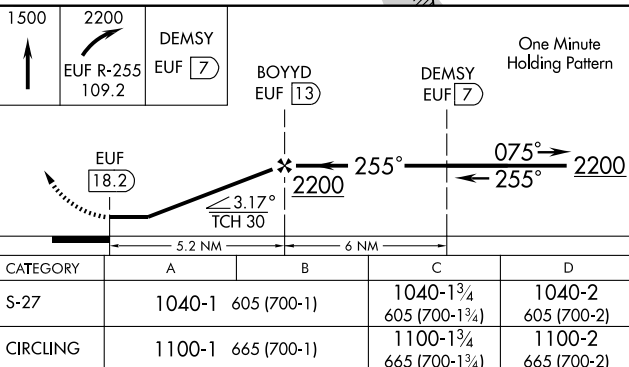
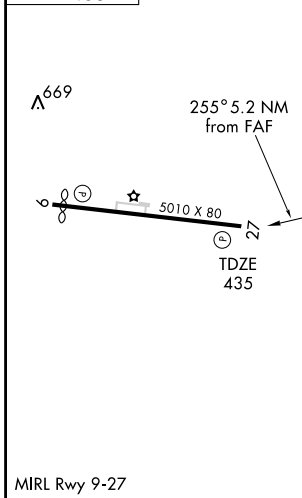
AWOS-3
118.775

CAIRNS APP CON ★
121.1 319.25

CTAF
122.9



ELEV 435



APP CRS	Rwy Idg	5000
131°	TDZE	581
	Apt Elev	588

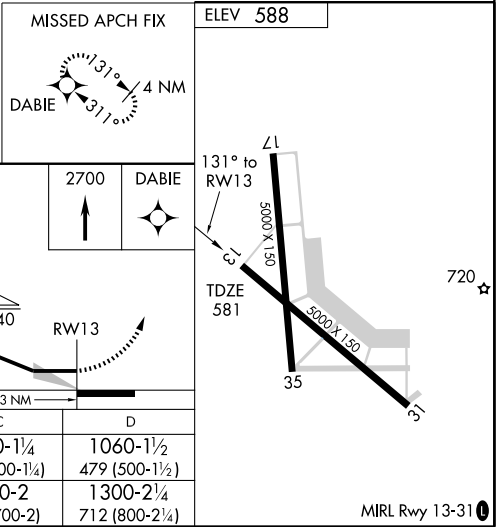
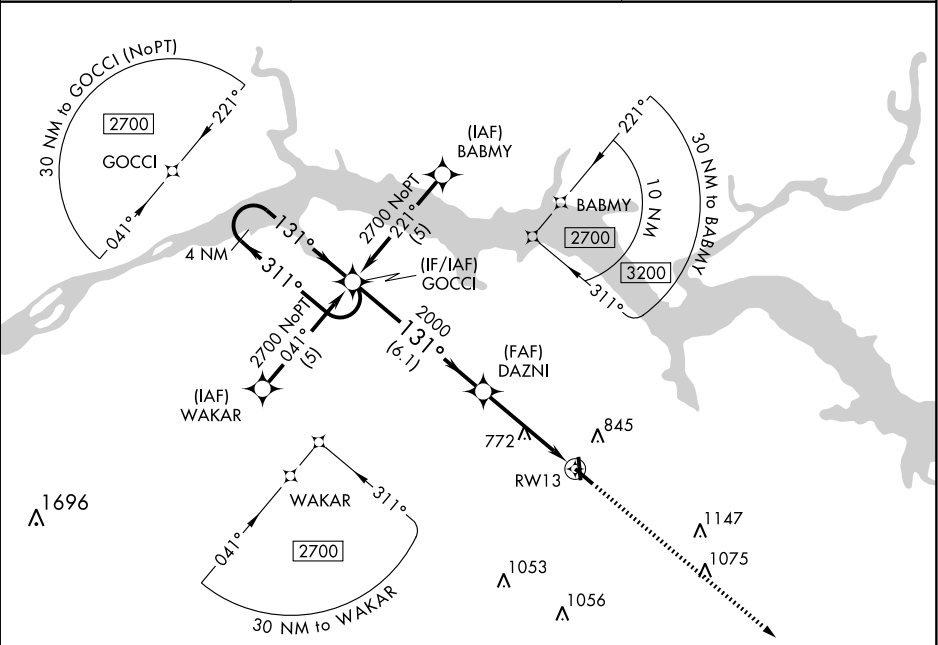
RNAV (GPS) RWY 13

COURTLAND/LAWRENCE COUNTY (9A4)

DME/DME RNP-0.3 NA. Use Muscle Shoals altimeter setting, when not received use Huntsville Intl-Carl T Jones altimeter setting and increase all MDA 40 feet, increase LNAV Cat. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct DABIE and hold.

MUSCLE SHOALS ASOS 119.425	HUNTSVILLE APP CON ★ 118.05 239.0	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1060-1	479 (500-1)	1060-1½ 479 (500-1½)	1060-1½ 479 (500-1½)
CIRCLING	1200-1 612 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

APP CRS 311°	Rwy Idg TDZE Apt Elev	5000 579 588
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RNAV (GPS) RWY 31

COURTLAND/LAWRENCE COUNTY (9A4)

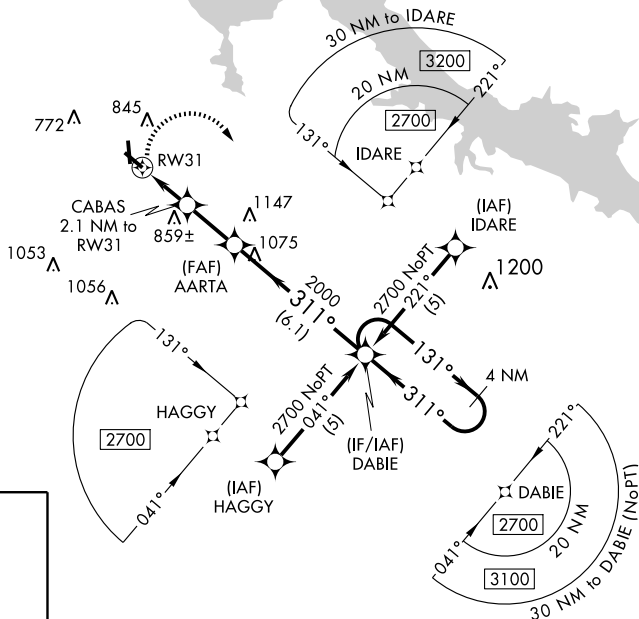


DME/DME RNP-0.3 NA. Use Muscle Shoals altimeter setting, when not received use Huntsville Intl-Carl T Jones altimeter setting and increase all MDA 40 feet and increase LNAV Cat. C and D and Circling Cat. D visibility $\frac{1}{4}$ mile.

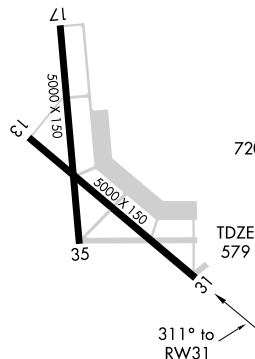
MISSED APPROACH: Climbing right turn to 2700 direct DABE and hold.

MUSCLE SHOALS ASOS
119.425

HUNTSVILLE APP CON ★
118.05 239.0

UNICOM
122.7 (CTAF) **L**

ELEV 588



The diagram illustrates the RW31 instrument approach procedure. It begins with a 2700 heading, indicated by a curved arrow. The initial segment is labeled 'DABIE' and features a four-pointed star symbol. A distance of 4 NM is specified for the 'Holding Pattern'. The approach continues towards the runway, passing through the 'CABAS' fix (2.1 NM from RW31) and the 'AARTA' fix. The final segment is labeled 'RW31' and shows the aircraft descending onto the runway. Key distances include 2.1 NM from the start to CABAS, 2.2 NM from CABAS to ARTA, and 6.1 NM from ARTA to the DABIE holding pattern. Angles are noted as 3.04° TCH 40° and 311°. Elevation markers for 1280 and 2000 feet are shown.

CATEGORY	A	B	C	D
LNAV MDA	1160-1 581 (600-1)		1160-1½ 581 (600-1½)	1160-1¾ 581 (600-1¾)
CIRCLING	1200-1 612 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

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VORTAC MSL <u>116.5</u> Chan 112	APP CRS 111°	Rwy Idg 5000 TDZE 581 Apt Elev 588
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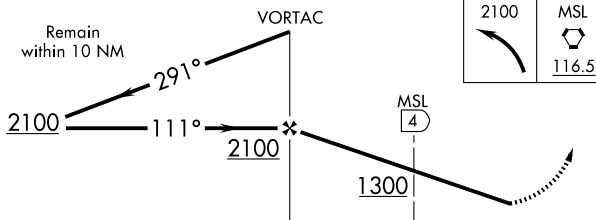
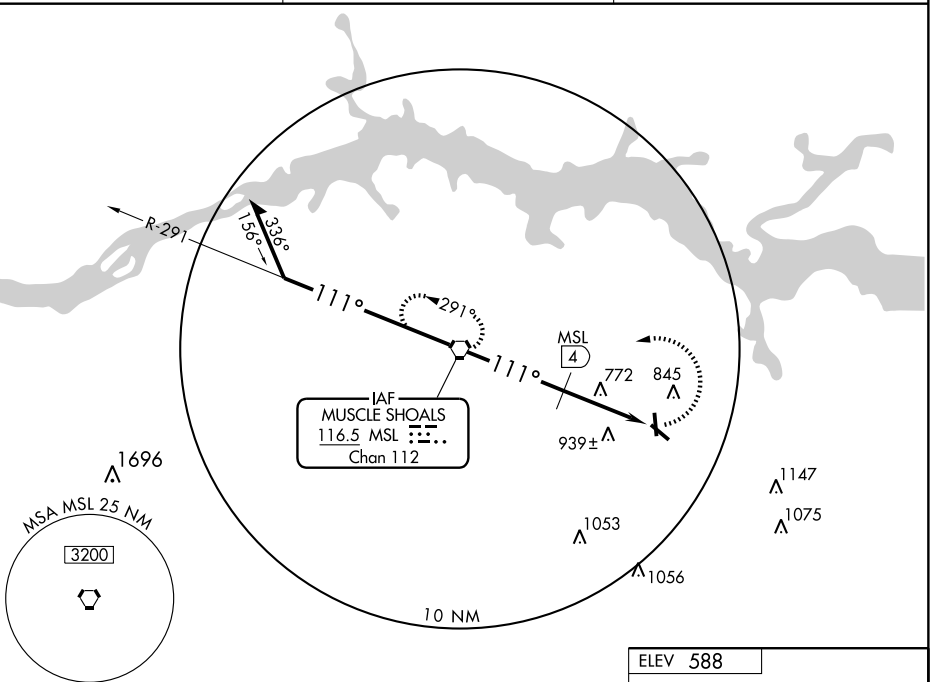
VOR RWY 13
COURTLAND/LAWRENCE COUNTY (9A4)

T Use Muscle Shoals altimeter setting; when not received use
A NA Huntsville altimeter setting and increase all MDAs 40 feet.

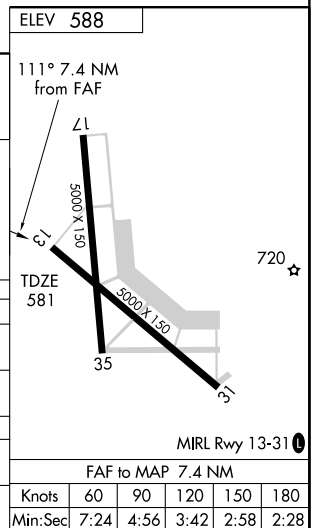
MISSED APPROACH: Climbing left turn to 2100 direct to MSL VORTAC and hold.

MUSCLE SHOALS ASOS
119.425

HUNTSVILLE APP CON★
118.05 239.0

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-13	1300-1	719 (800-1)	1300-2 719 (800-2)	1300-2½ 719 (800-2¼)
CIRCLING	1300-1	712 (800-1)	1300-2 712 (800-2)	1300-2¼ 712 (800-2¼)
DME MINIMUMS				
S-13	1240-1	659 (700-1)	1240-1¾ 659 (700-1¾)	1240-2 659 (700-2)
CIRCLING	1240-1 652 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2½ 712 (800-2¼)



APP CRS	Rwy Idg	5500
018°	TDZE	957
	Apt Elev	969

RNAV (GPS) RWY 2

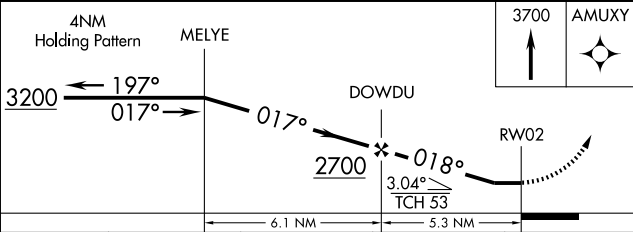
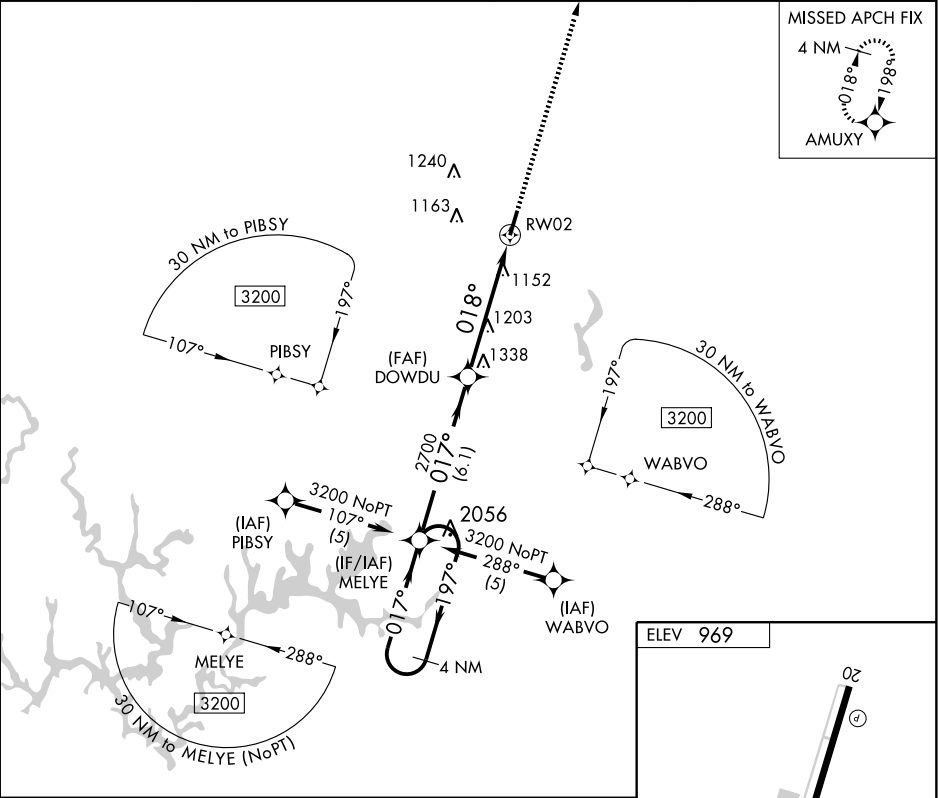
CULLMAN / FOLSOM FIELD (3A1)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

A When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 100 feet, LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and Circling Cat C visibility ¼ mile. When VGSi Inop, Straight-in/Circling Rwy 2 procedure NA at night.

MISSED APPROACH:
Climb to 3700 direct
AMUXY and hold.

AWOS-3 124.175	HUNTSVILLE APP CON ★ 118.05 239.0	GCO 121.725	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1460-1	503 (500-1)	1460-1½	503 (500-1½)
CIRCLING	1500-1	531 (600-1)	1500-1½	1520-2
			531 (600-1½)	551 (600-2)

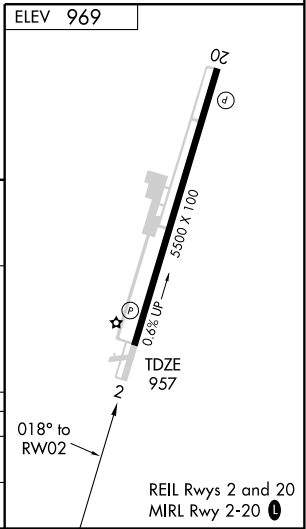


Diagram of the RW20 instrument approach for TDZE 969. The diagram shows a 5500x100 runway with a 0.6% up-slope. It includes a table of approach data and a detailed profile view.

CATEGORY	A	B	C	D
LPV DA	1255-1 286 (300-1)			
RNAV/VNAV DA	1340-1 1/4 371 (400-1 1/4)			
RNAV MDA	1420-1 451 (500-1)	1420-1 1/4 451 (500-1 1/4)	1420-1 1/2 451 (500-1 1/2)	
CIRCLING	1500-1 531 (600-1)	1500-1 1/2 531 (600-1 1/2)	1520-2 551 (600-2)	

REIL Rwy 2 and 20
MIRL Rwy 2-20

WAAS CH 82200 W18A	APP CRS 182°	Rwy Idg TDZE 6107 Apt Elev 592
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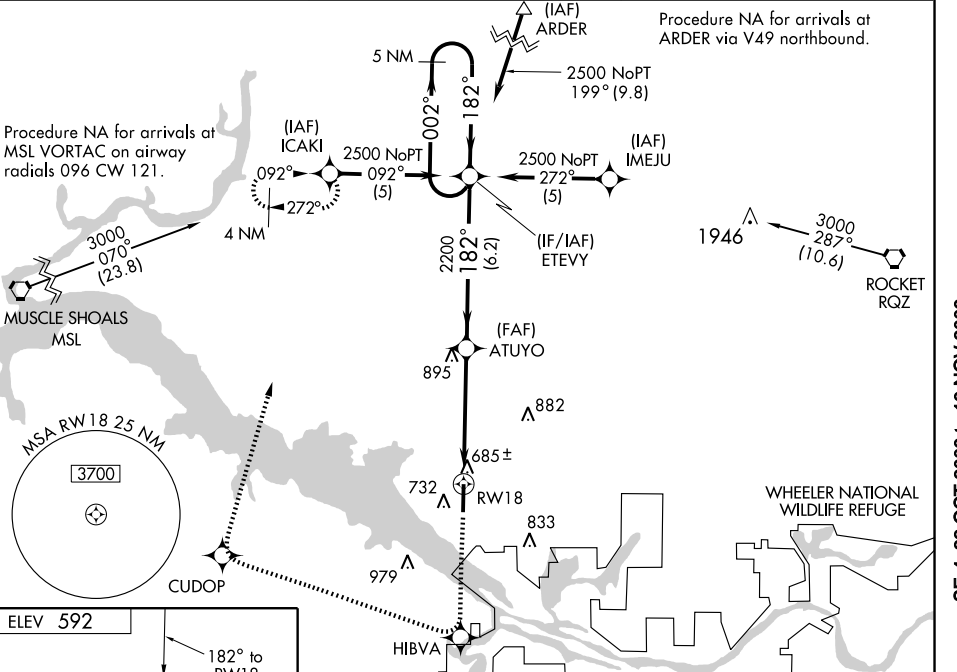
▼

▲

DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Huntsville-Carl T. Jones Field altimeter setting. If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase LPV DA to 867, LNAV/VNAV DA to 967, and increase all MDAs 40 feet. For inoperative MALSR, increase LPV all Cats. visibility to 1. Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH:
Climb to 3000 direct HIBVA and right turn via 290° track to CUDOP and via 017° to ICAKI and hold.

ASOS 118.375	HUNTSVILLE APP CON ★ 118.05 239.0	UNICOM 123.075 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	842-½		250 (300-½)	
LNAV/ VNAV DA	942-¾		350 (400-¾)	
LNAV MDA	1040-½	448 (500-½)	1040-¾ 448 (500-¾)	1040-1 448 (500-1)
CIRCLING	1040-1¼ 448 (500-1¼)	1060-1¼ 468 (500-1¼)	1060-½ 468 (500-½)	1160-2 568 (600-2)

HIRL Rwy 18-36 1
REIL Rwy 18 and 36 1

WAAS
CH 90204
W36A

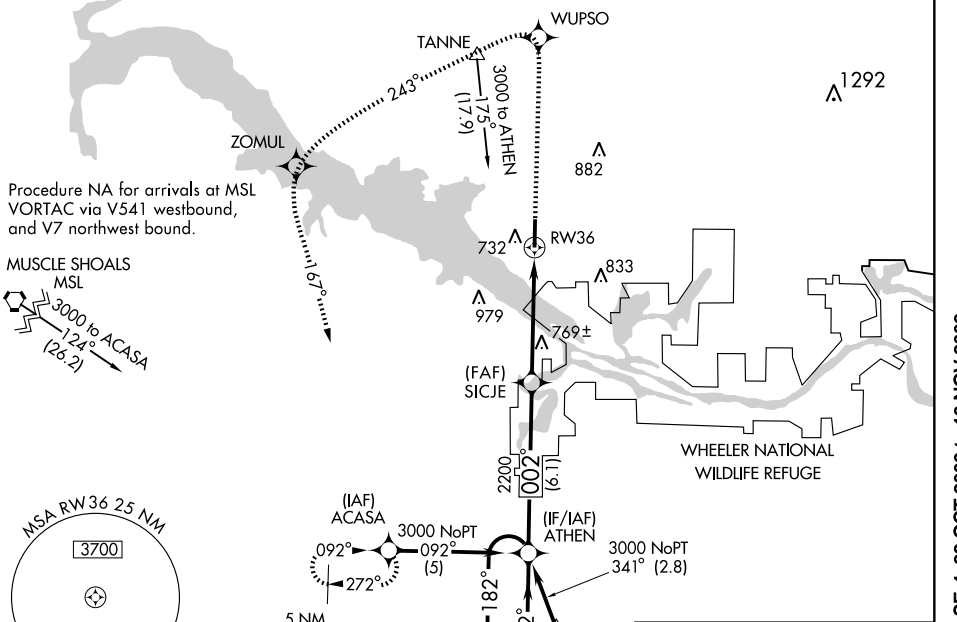
APP CRS
002°

Rwy ldg
TDZE 588
Apt Elev 592

Baro-VNAV NA when using Huntsville Intl-Carl T. Jones Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase LPV DA to 930, LNAV/VNAV DA to 985, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct WUPSO and left turn via 243° track to ZOMUL and via 167° track to ACASA and hold.

ASOS 118.375	HUNTSVILLE APP CON ★ 118.05 239.0	UNICOM 123.075 (CTAF) 1
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5 NM Holding Pattern

ATHEN

3000 ← 182°
002° →

GS 3.00°
TCH 50

6.1 NM

4.9 NM

3000 WUPSO

243° TRK

ZOMUL

TRK 167°

ACASA

SICJE

VGSI and RNAV glidepath not coincident.

2200

RW36

CATEGORY	A	B	C	D
LPV DA	905-1 317 (400-1)			
LNAV/VNAV DA	960-1¼ 372 (400-1¼)			
LNAV MDA	1020-1 432 (500-1)	1020-1¼ 432 (500-1¼)	1020-1½ 432 (500-1½)	
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)

ELEV 592

HIRL Rwy 18-36 1

REIL Rwy 18 and 36 1

81

6107 x 100

636

TDZE 588

36

690±

002° to RW36

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VOR/DME DCU	APP CRS	Rwy Idg	6107
112.8	170°	TDZE	592
Chan 75		Apt Elev	592

VOR RWY 18

DECATUR/PRYOR FIELD RGNL (DCU)

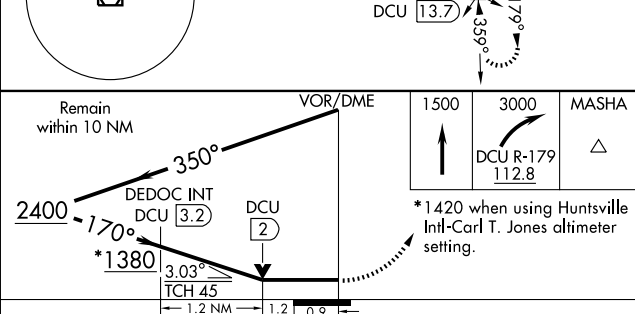
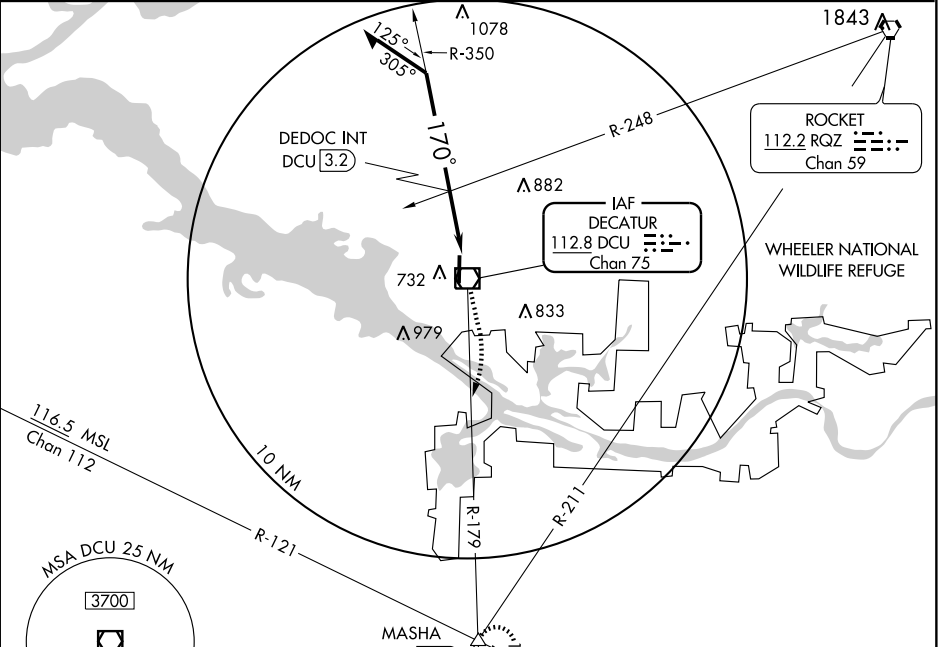
⚠ If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase all MDAs 40 feet.

⚠ VDP NA when using Huntsville-Carl T. Jones Field altimeter setting.

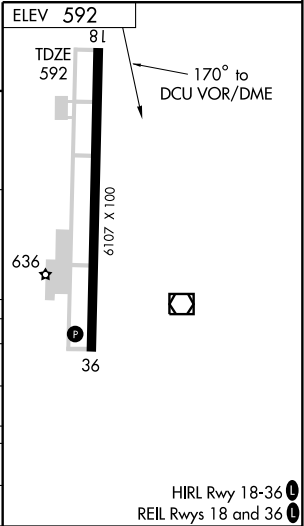
DEDOC fix minimums: For inoperative MALSR increase S-18 Cat. D visibility to 1¼.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via DCU R-179 to MASHA Int/13.7 DME and hold.

ASOS	HUNTSVILLE APP CON★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) 1



CATEGORY	A	B	C	D
S-18	1380-½ 788 (800-½)	1380-¾ 788 (800-¾)	1380-1¾ 788 (800-1¾)	1380-2 788 (800-2)
CIRCLING	1380-1 788 (800-1)	1380-1¼ 788 (800-1¼)	1380-2¼ 788 (800-2¼)	1380-2½ 788 (800-2½)
DEDOC FIX MINIMUMS				
S-18	1000-½ 408 (500-½)	1000-¾ 408 (500-¾)	1000-1¾ 408 (500-1¾)	1000-2 408 (500-2)
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-½ 468 (500-½)	1160-2 568 (600-2)



VOR/DME DCU 112.8 Chan 75	APP CRS 019°	Rwy Idg 6107 TDZE 588 Apt Elev 592
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VOR RWY 36
DECATUR/ PRYOR FIELD RGNL (DCU)

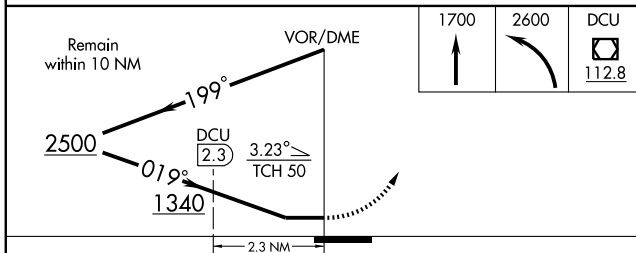
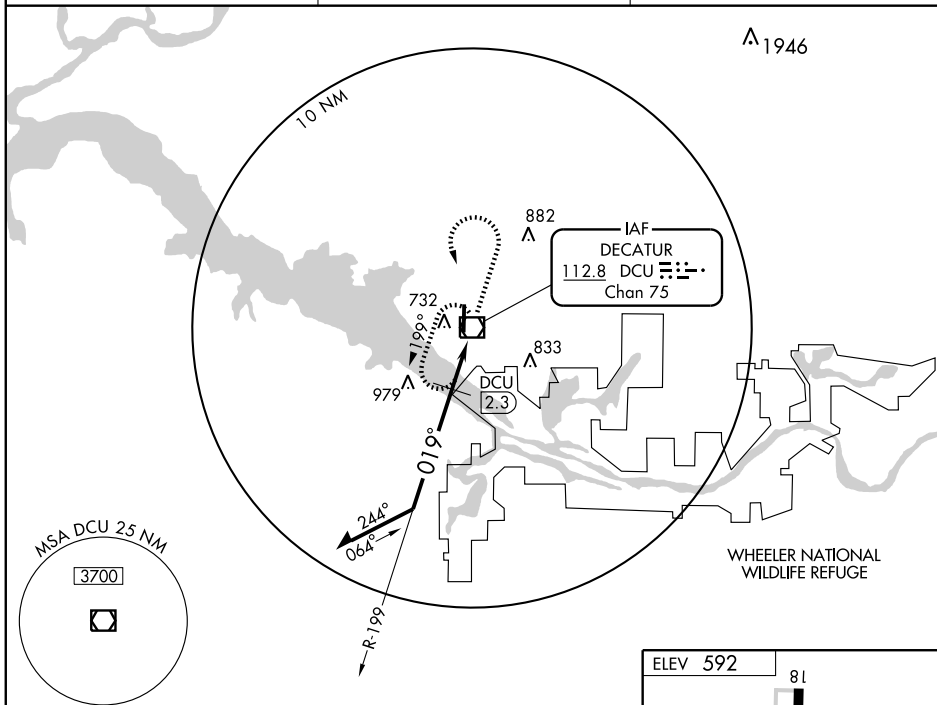
T
A NA

MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct DCU VOR/DME and hold.

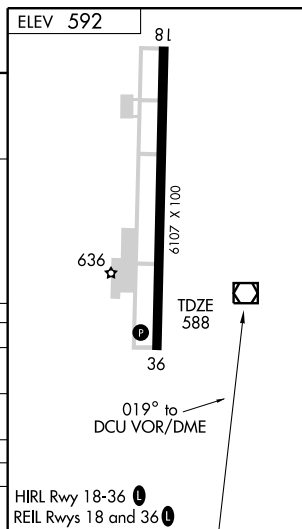
ASOS
118.375

HUNTSVILLE APP CON ★
118.05 239.0

UNICOM
123.075 (CTAF) **L**



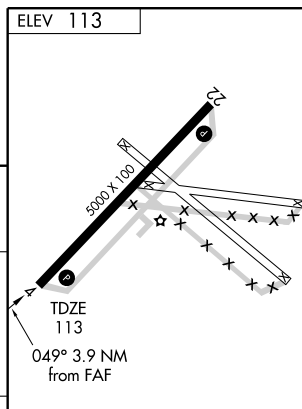
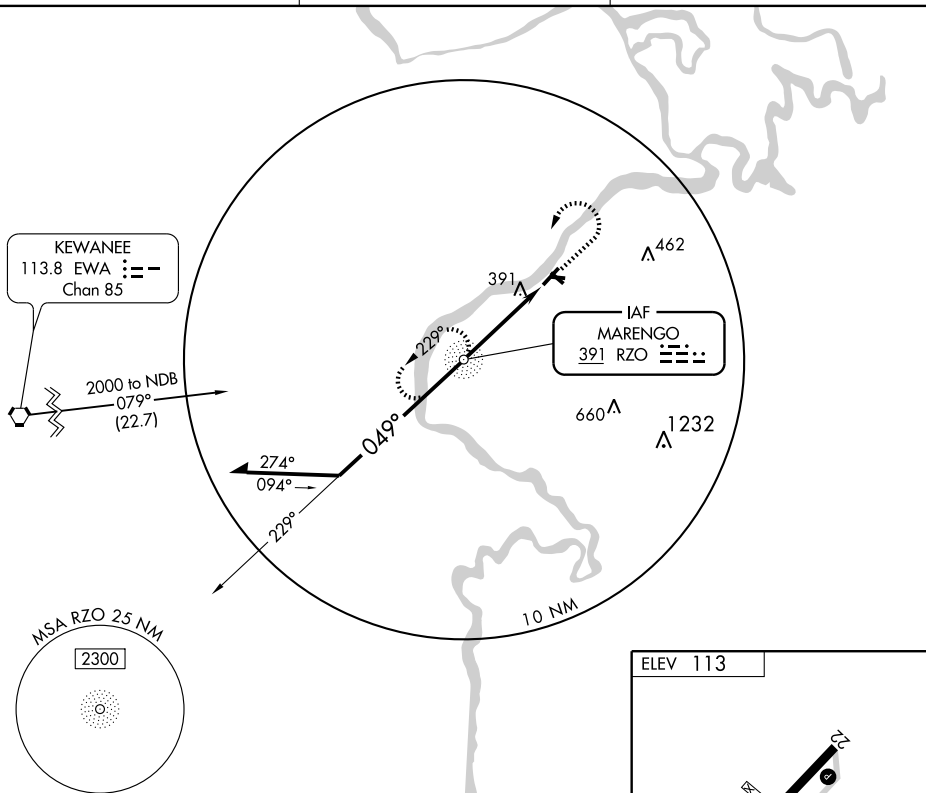
CATEGORY	A	B	C	D
S-36	1340-1 752 (800-1)	1340-1¼ 752 (800-1¼)	1340-2¼ 752 (800-2¼)	1340-2½ 752 (800-2½)
CIRCLING	1340-1 748 (800-1)	1340-1¼ 748 (800-1¼)	1340-2¼ 748 (800-2¼)	1340-2½ 748 (800-2½)
DME MINIMUMS				
S-36	1000-1	412 (500-1)	1000-1¼	412 (500-1¼)
CIRCLING	1060-1	468 (500-1)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)



NDB RWY 4
DEMOPOLIS MUNI (DYA)

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct RZO NDB and hold.

UNICOM
122.8 (CTAF) **L**



MIRL Rwy 4-22 L					
FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

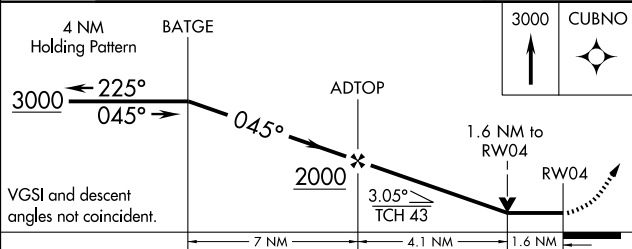
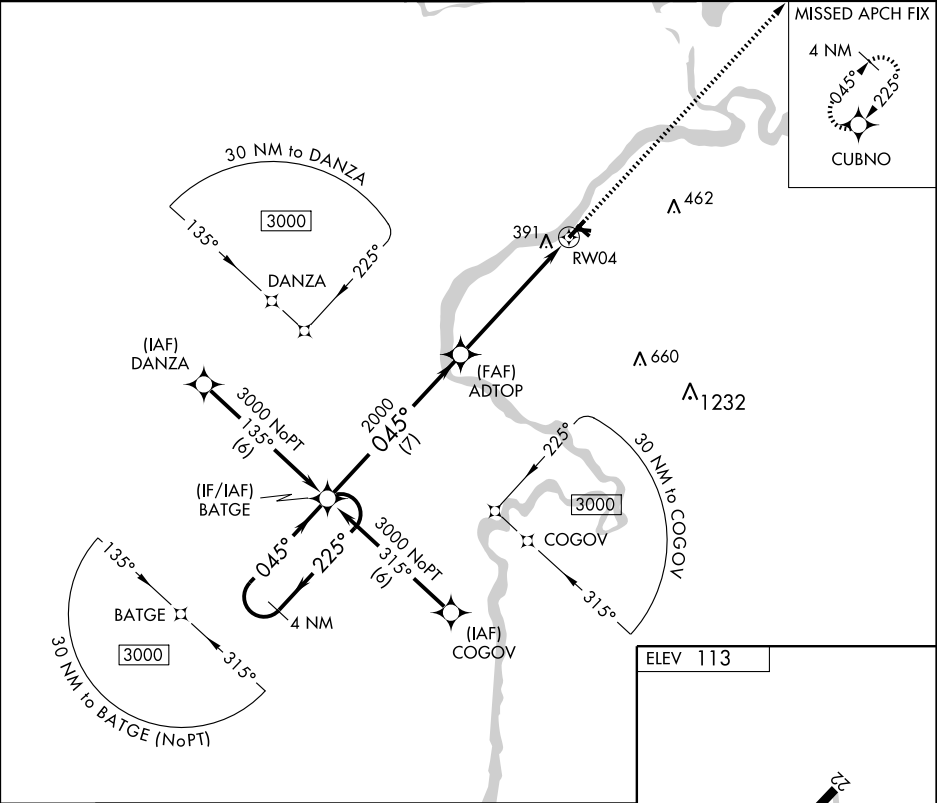
APP CRS	Rwy Idg	5000
045°	TDZE	113
	Apt Elev	113

RNAV (GPS) RWY 4

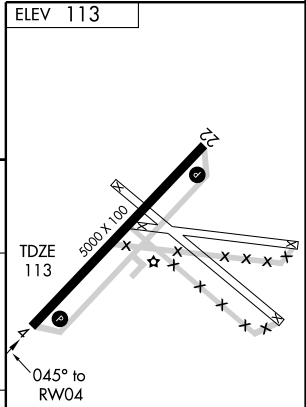
DEMOPOLIS MUNI (DYA)

<div><div>▼</div><div>▲ NA</div></div> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase LNAV Cat. C/D visibility ½ mile. Increase Circling visibility Cat. B ¼ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct CUBNO and hold.</p>
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AWOS-3 119.475	MERIDIAN APP CON★ 119.2 374.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	700-1 587 (600-1)	700-1½ 587 (600-1½)	700-1¾ 587 (600-1¾)	700-2 587 (600-2)
CIRCLING	760-1 647 (700-1)	760-1½ 647 (700-1½)	760-2 647 (700-2)	760-2 647 (700-2)



APP CRS	Rwy Idg	5000
225°	TDZE	110
	Apt Elev	113

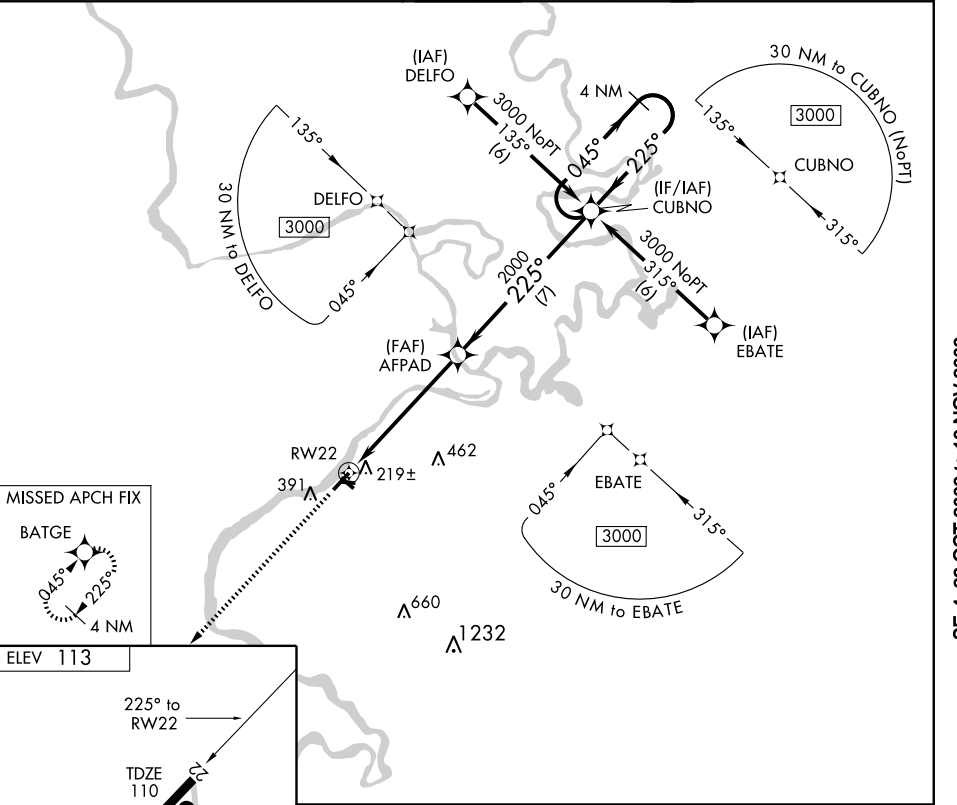
▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase LNAV Cat. C visibility ½ mile, Cat. D ¼ mile. Increase Circling Cat. B visibility ¼ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
BATGE and hold.

AWOS-3 119.475	MERIDIAN APP CON★ 119.2 374.9	UNICOM 122.8 (CTAF) 0
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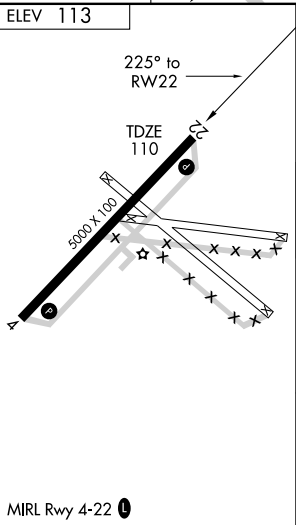
MISSED APCH FIX



BATGE

045°

225°

4 NM



3000	BATGE			
				

SE-4: 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-123 (FAA)

DOTHAN RGNL (DHN)
DOTHAN, ALABAMA

ATIS
135.72
DOTHAN TOWER ★
118.4 257.6
GND CON
121.7 348.6

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

D

31° 20'N

FIELD
ELEV
401

RWY 14-32
S75, D105, DT190
PCN 34 F/B/X/T

RWY 18-36
S75, D105, DT190
PCN 30 F/B/X/T

ELEV
395

HANGAR

8498 X 150

WATER
TANK
555

FIRE STATION

CONTROL TOWER

5500 X 100

31° 19'N

TERMINAL



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

0.3% UP

002.8°

ELEV
378

ELEV
382

85° 27.5'W

85° 27'W

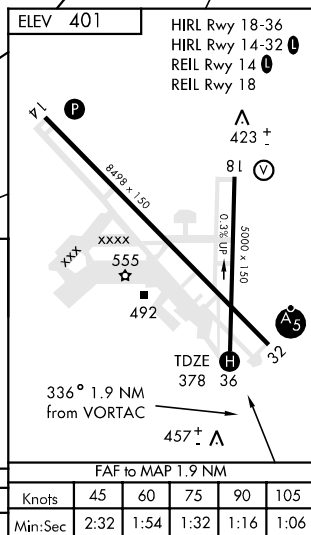
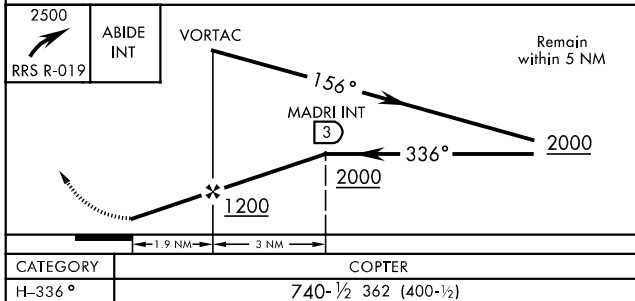
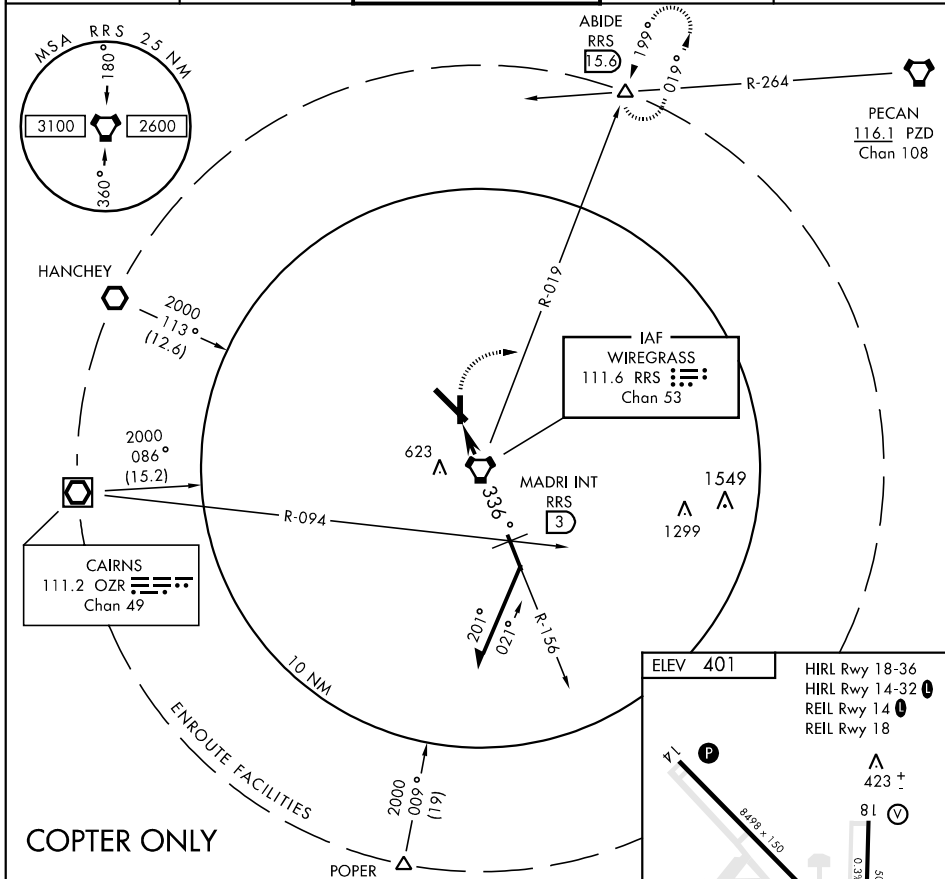
85° 26.5'W

SE-4, 22 OCT 2009 to 19 NOV 2009

When control tower closed, obtain local altimeter setting on CTAF; when not received use Cairns altimeter setting and increase all MDAs 40 feet.
A NA when FSS closed.

MISSED APPROACH: Climbing right turn to 2500 via RRS R-019 to ABIDE INT and hold; or when directed by ATC, climbing left turn to 2000 heading 240° within 10 NM.

ATIS 135.72	CAIRNS APP CON 125.4 327.125	DOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
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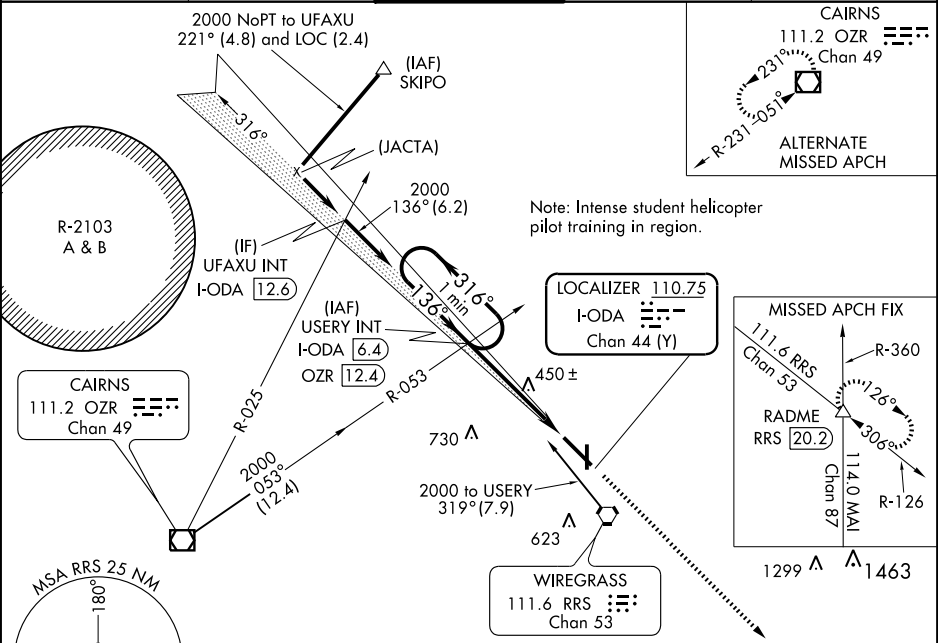
LOC/DME I-ODA 110.75 Chan 44 (Y)	APP CRS 136°	Rwy Idg TDZE Apt Elev 8498 400 400
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ILS or LOC RWY 14
DOTHAN REGIONAL (DHN)

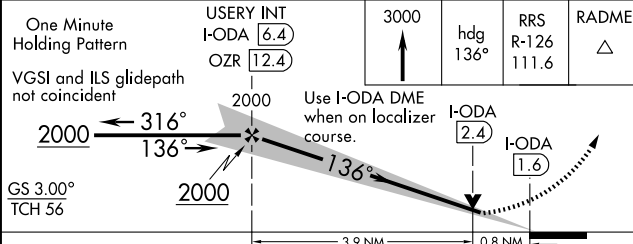
V VDP NA when using Cairns altimeter setting.
A When local altimeter setting not received, use Cairns altimeter setting and increase DA to 646, all MDAs 60 feet, and S-LOC 14 visibility Cat D ¼ mile.

MISSED APPROACH: Climb to 3000 via heading 136° and via RRS VORTAC R-126 to RADME INT/RRS 20.2 DME and hold.

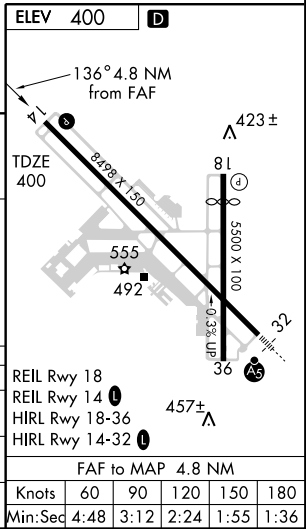
ATIS 135.72	CAIRNS APP CON ★ 125.4 327.125	DOTHAN TOWER★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 14	600-¾	200 (200-¾)		
S-LOC 14	700-1	300 (300-1)		
CIRCLING	860-1 460 (500-1)	860-1½ 460 (500-1½)	980-2 580 (600-2)	



LOC I-DHN <u>108.3</u>	APP CRS 316°	Rwy Idg 8498 TDZE 381 Apt Elev 401
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ILS or LOC RWY 32
DOTHAN RGNL (DHN)

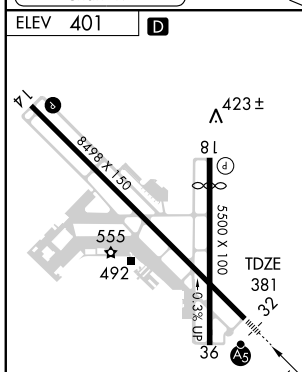
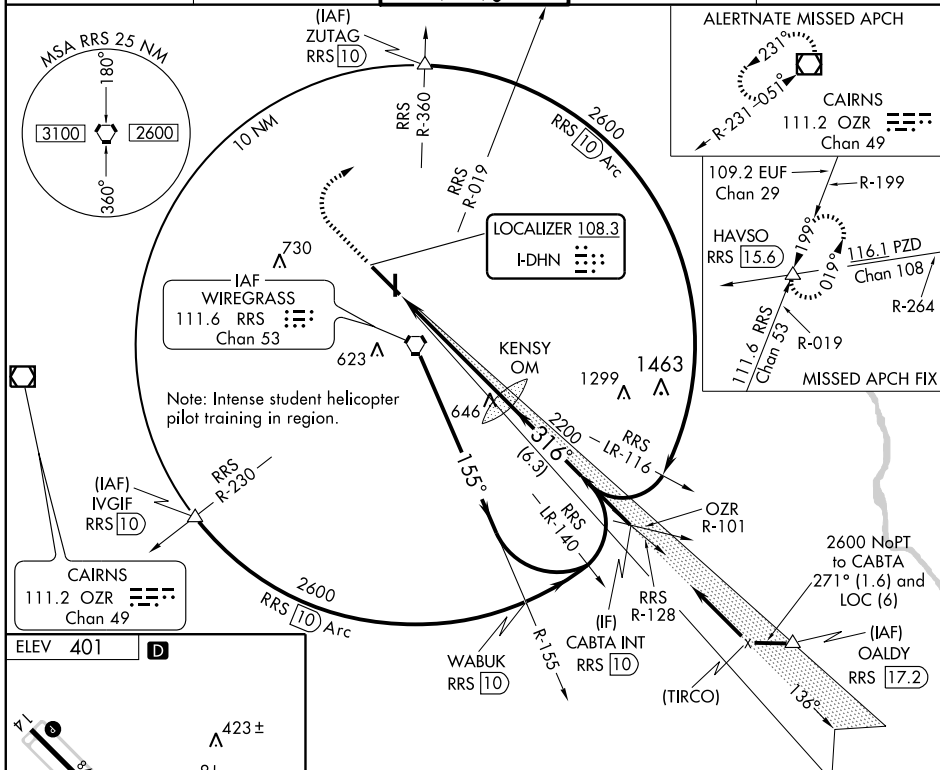
T When local altimeter setting not received, use Cairns
A altimeter setting and increase DA to 627 and all MDAs 60
feet and increase visibility Cats C/D ¼ mile. * S-ILS 32 RVR
1800 authorized with the use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 1000 via hdg 316° then climbing right turn to 3000 via RRS VORTAC R-019 to HAVSO INT and hold.

ATIS 135.72	CAIRNS APP CON ★ 125.4 327.125	DOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
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REIL Rwy 18
REIL Rwy 14 **L**
HIRL Rwy 18-36
HIRL Rwy 14-32 **L**

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

Diagram illustrating the VORTAC station and its associated navigation aids:

- VORTAC** (VOR and TACAN) station is shown at the top.
- Teardrop turn left within 10 NM of VORTAC** is indicated.
- RRS 155°** is the bearing from VORTAC to KENSY OM.
- KENSY OM 21.69** is the distance from VORTAC to KENSY OM.
- I-DHN 316°** is the bearing from KENSY OM to I-DHN.
- 2.200** is the distance from KENSY OM to I-DHN.
- hdg 316°** is the bearing from the hdg station to VORTAC.
- RRS R-019 111.6** is the frequency of the RRS station.
- HAVSO** (Homing Area VORTAC) is indicated by a triangle symbol.
- 5.4 NM** is the distance from the hdg station to the VORTAC.
- GS 3.00° TCH 58** is the glide slope and threshold information.

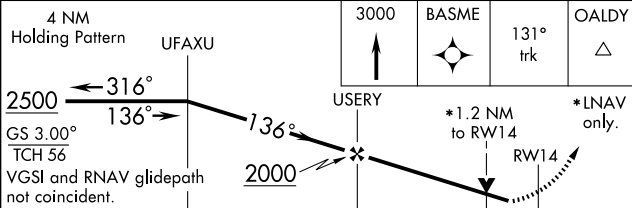
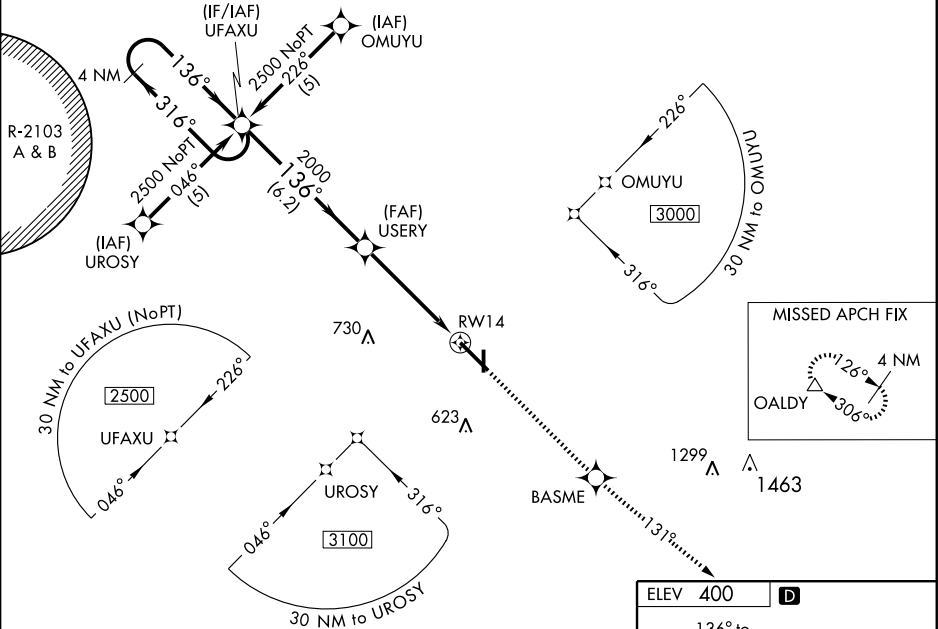
WAAS CH 86504 W14A	APP CRS 136°	Rwy Idg TDZE 400 Apt Elev 400
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RNAV (GPS) RWY 14
DOTHAN RGNL (DHN)

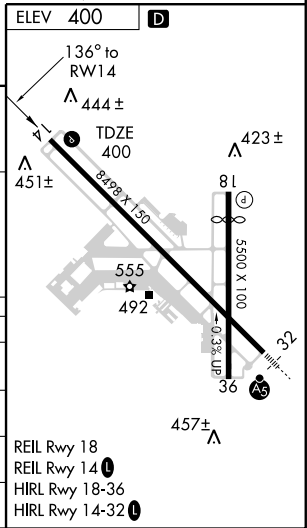
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). VDP NA when using Cairns altimeter setting. Baro-VNAV NA when using Cairns altimeter setting. When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 696, LNAV/VNAV DA to 830, all MDAs 60 feet and increase LPV, LNAV/VNAV all Cats and LNAV Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct BASME and via 131° track to OALDY and hold.

ATIS 135.72	CAIRNS APP CON ★ 125.4 327.125	DOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
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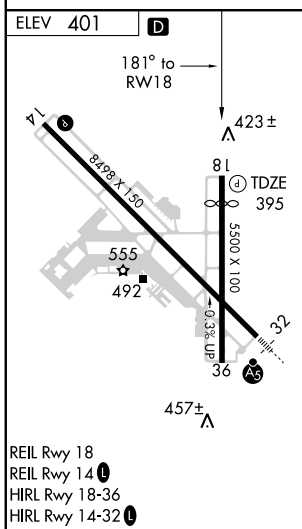
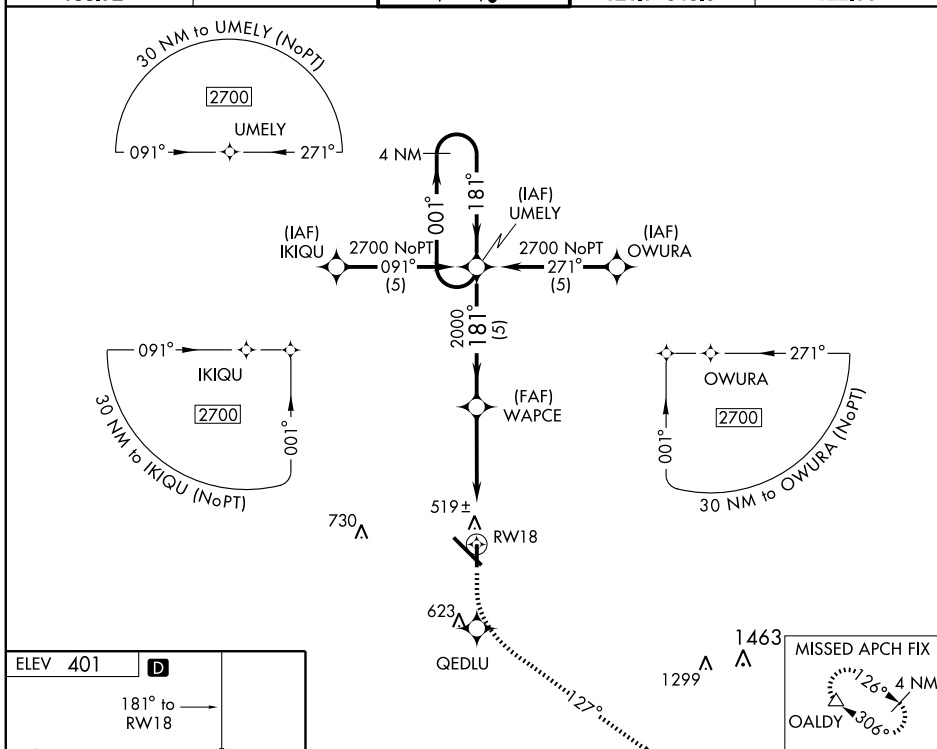


CATEGORY	A	B	C	D
LPV DA	650-¾	250 (300-¾)		
LNAV/VNAV DA	784-1¼	384 (400-1¼)		
LNAV MDA	760-1	360 (400-1)	760-1¼	360 (400-1¼)
CIRCLING	860-1	460 (500-1)	860-1½	460 (500-1½)



MISSED APPROACH: Climb to 3000 direct QEDLU and via 127° track to OALDY and hold.

N	UNICOM
3.6	122.95

[illegible]

RNAV (GPS) RWY 32

DOTHAN RGNL (DHN)

WAAS CH 93704 W32A	APP CRS 316°	Rwy Idg 8498 TDZE 381 Apt Elev 400
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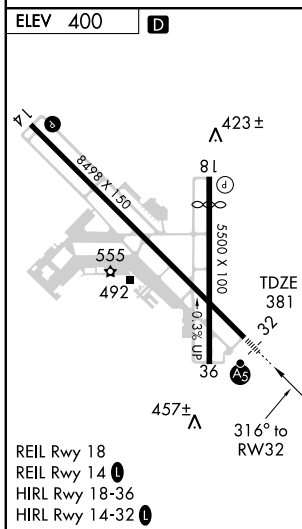
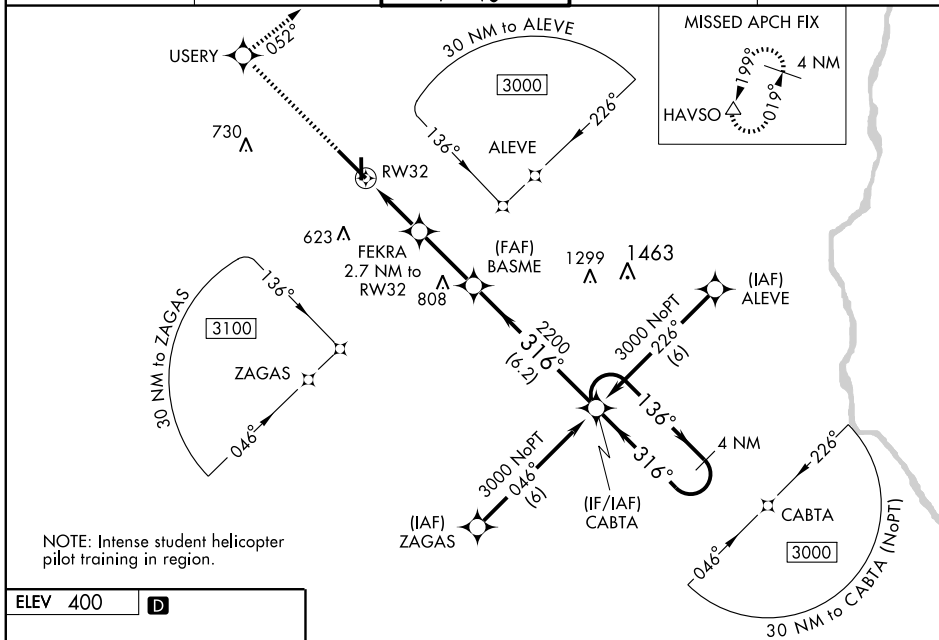
▼ For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 677, LNAV/VNAV DA to 753, all MDAs 60 feet and increase visibility LNAV/VNAV all Cats and LNAV Cat C ¼ mile. When using Cairns altimeter setting increase LPV all Cats visibility ½ mile. Baro-VNAV NA when using Cairns altimeter setting. VDP NA when using Cairns altimeter setting.





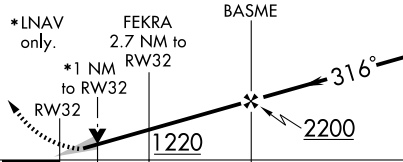
MALSR



MISSED APPROACH: Climb to 3000 direct USERY and right turn via 052° track to HAVSO and hold.

ATIS 135.72	CAIRNS APP CON ★ 125.4 327.125	DOTHAN TOWER★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
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3000	USERY	HAVSO	4 NM Holding Pattern	
				
*LNAV only.	FEKRA 2.7 NM to RW32	BASME	CABTA	
				
		1220	2200	GS 3.00° TCH 58
	1	1.7	2.7 NM	6.2 NM
CATEGORY	A	B	C	D
LPV DA	631/24 250 (300-½)			
LNAV/VNAV DA	707/24 326 (400-½)			707/40 326 (400-¾)
LNAV MDA	760/24 379 (400-½)			760/50 379 (400-1)
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)

VORTAC RRS	APP CRS	Rwy Idg TDZE	N/A
111.6	334°		N/A
Chan 53		Apt Elev	400

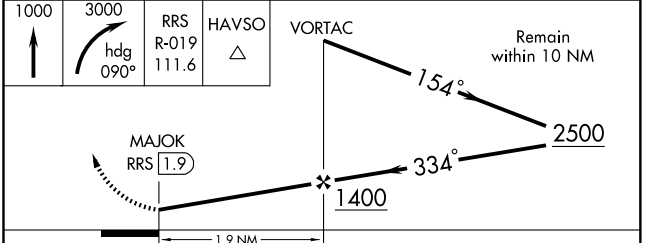
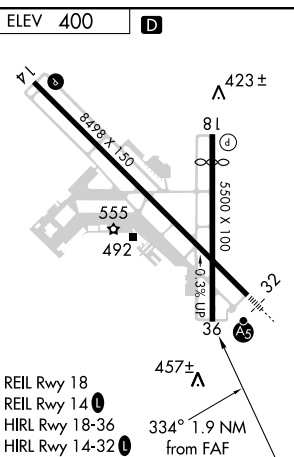
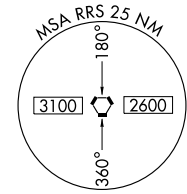
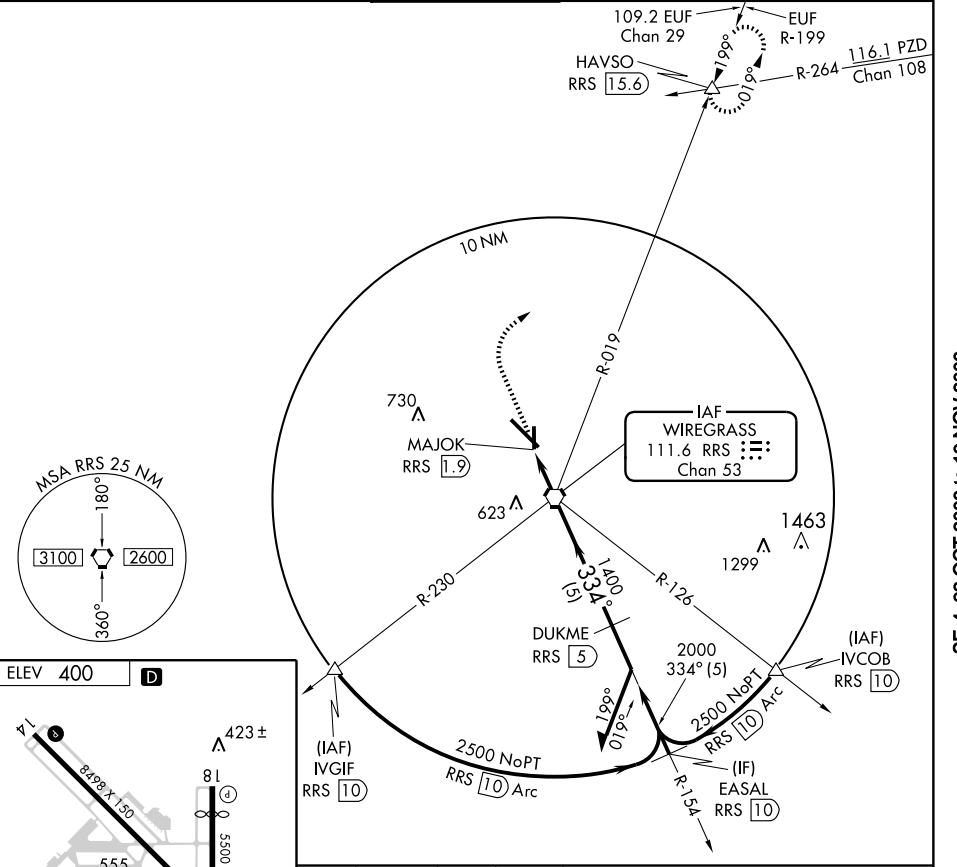
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▲

When local altimeter setting not received, use Cairns altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 090° and RRS VORTAC R-019 to HAVSO INT/RRS 15.6 DME and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) 0 257.6	121.7 348.6	122.95

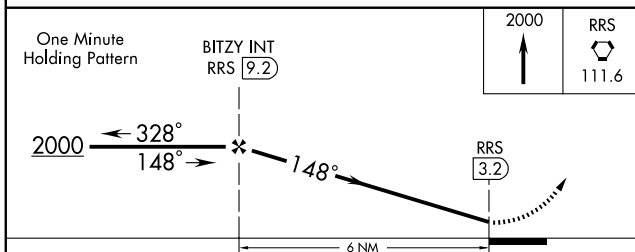
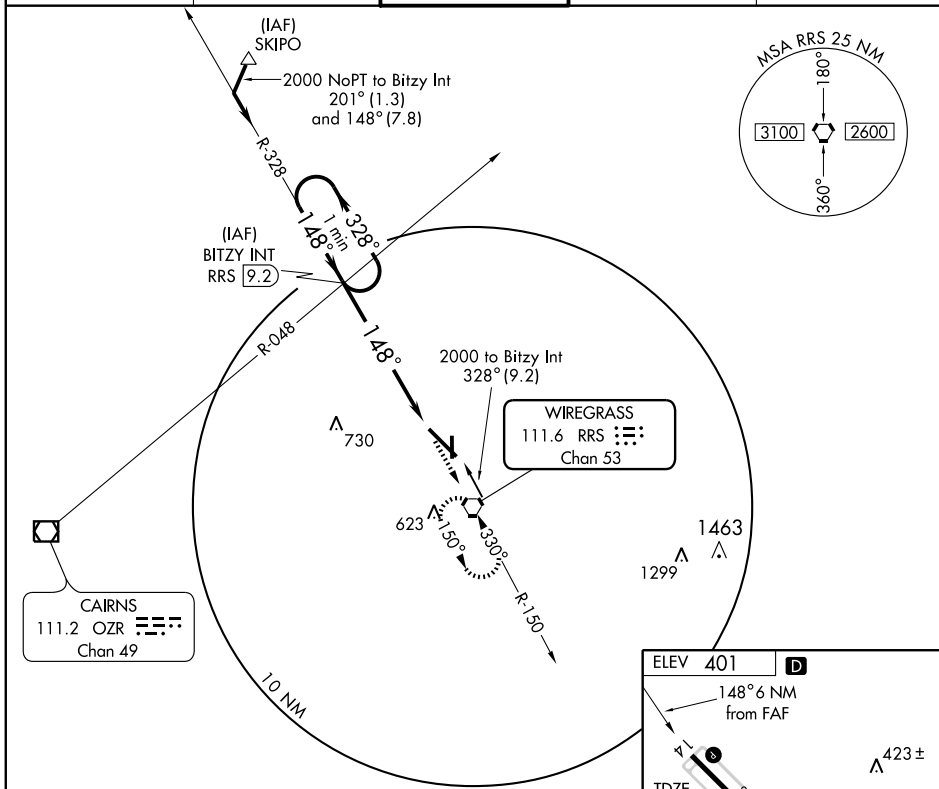


FAF to MAP 1.9 NM	CATEGORY	A	B	C	D
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38
CIRCLING	860-1	460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)

VORTAC RRS 111.6 Chan 53	APP CRS 148°	Rwy Idg 8498 TDZE 401 Apt Elev 401
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VOR RWY 14
DOTHAN RGNL (DHN)

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<div> <div>ATIS</div> <div>135.72</div> </div>	<div> <div>CAIRNS APP CON ★</div> <div>125.4 327.125</div> </div>	<div> <div>DOTHAN TOWER ★</div> <div>118.4 (CTAF) 0 257.6</div> </div>	<div> <div>GND CON</div> <div>121.7 348.6</div> </div>	<div> <div>UNICOM</div> <div>122.95</div> </div>	



CATEGORY	A	B	C	D	HIRL Rwy 18-36 HIRL Rwy 14-32
S-14	820-1 419 (500-1)	820-1¼ 419 (500-1¼)	FAF to MAP 6 NM		
CIRCLING	860-1 459 (500-1)	860-1½ 459 (500-1½)	980-2 579 (600-2)	Knots Min:Sec	60 6:00
				90 4:00	120 3:00
				150 2:24	180 2:00

VORTAC RRS 111.6 Chan 53	APP CRS 164°	Rwy Idg 5500 TDZE 395 Apt Elev 401
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VOR RWY 18
DOTHAN RGNL (DHN)



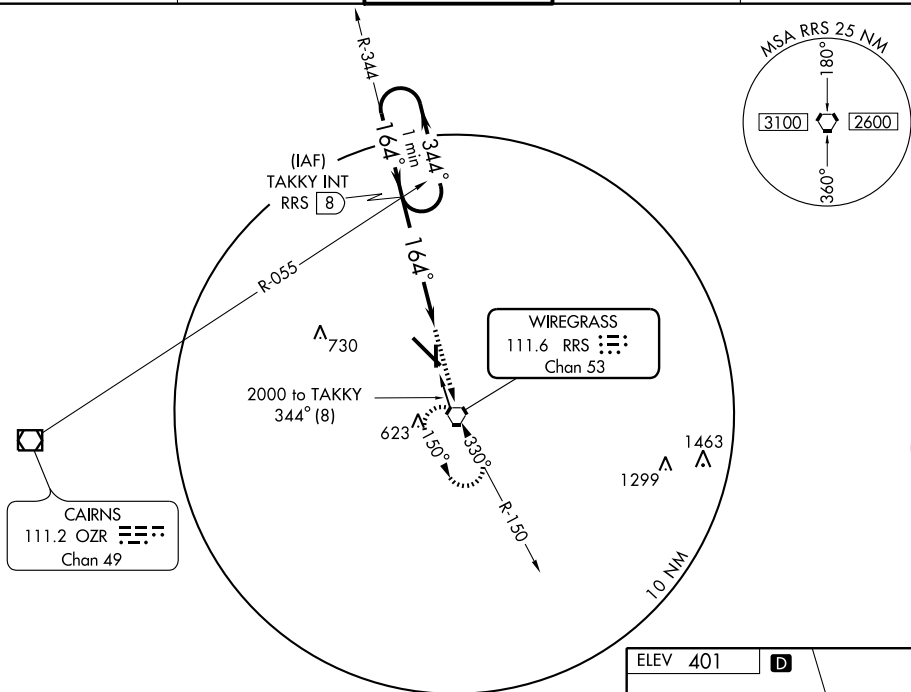
MISSED APPROACH: Climb to 2000 direct RRS VORTAC and hold.

ATIS
135.72

CAIRNS APP CON ★
125.4 327.125

DOTHAN TOWER★
118.4 (CTAF) 257.6

GND CON
121.7 348.6

UNICOM
122.95

One Minute Holding Pattern

TAKKY INT
RRS 8

2000

$$\frac{344^\circ}{164^\circ -}$$

-164°

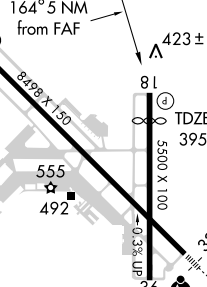
RRS 3

CATEGORY	A	B	C	D
S-18	820-1	425 (500-1)	820-1 $\frac{1}{4}$	425 (500-1 $\frac{1}{4}$)

CIRCLING	860-1 459 (500-1)	860-1½ 459 (500-1½)	980-2 579 (600-2)
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ELEV 401

□



REIL Rwy 18
REIL Rwy 14 **L**
HIRL Rwy 18-36
HIRL Rwy 14-32 **L**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

WAAS CH 72614 W05A	APP CRS 055°	Rwy Idg TDZE Apt Elev	5080 360 361
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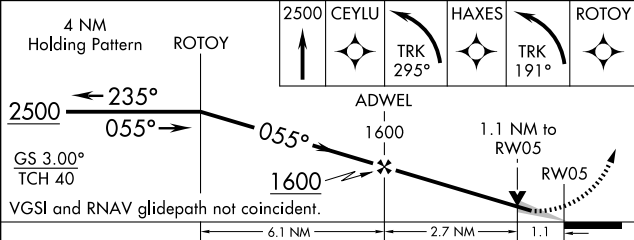
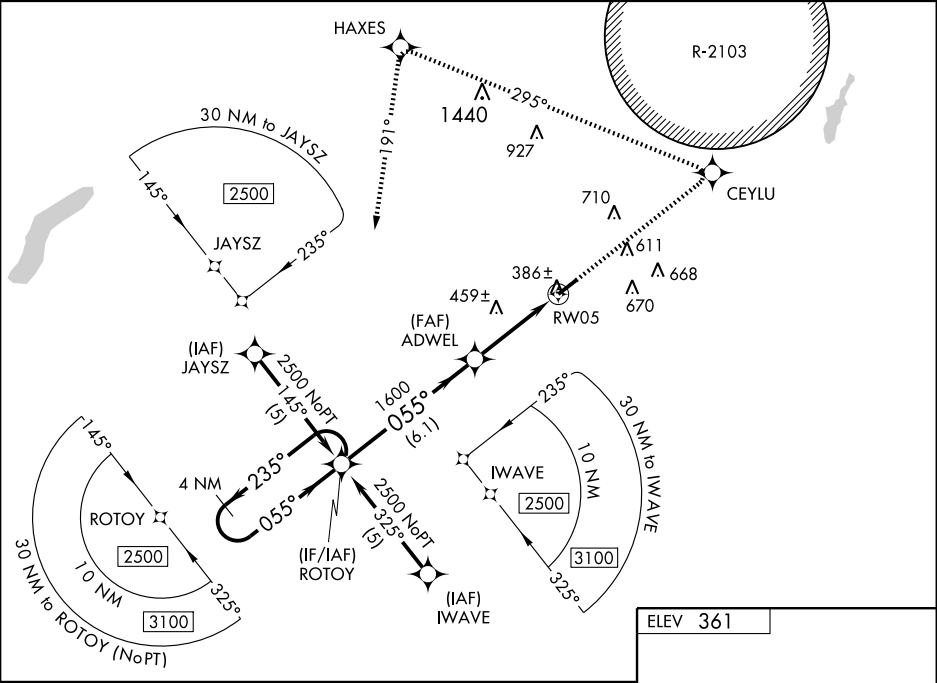
RNAV (GPS) RWY 5
ENTERPRISE MUNI (EDN)

▼
▲ NA

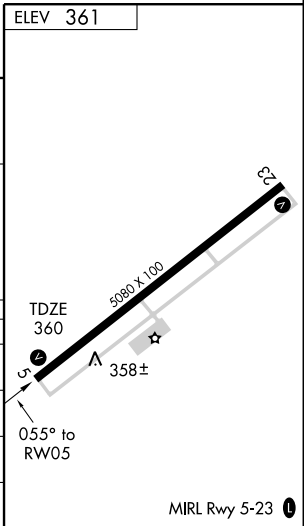
Baro-VNAV NA when using Cairns AAF (Fort Rucker) altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F)
or above 54°C (130°F). DME/DME RNP-0.3 NA. Obtain local altimeter
setting on CTAF, when not received, use Cairns AAF (Fort Rucker) altimeter
setting and increase LPV DA to 642 feet, LNAV/VNAV DA to 688 feet, and
all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to
2500 direct CEYLU and left turn
via track 295° to HAXES and left
turn via track 191° to ROTOY
and hold.

CAIRNS APP CON ★ 133.45 239.4	UNICOM 122.8(CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		610-1 250 (300-1)		NA
LNAV/ VNAV DA		656-1 296 (300-1)		NA
LNAV MDA		720-1 360 (400-1)		NA
CIRCLING	820-1 459 (500-1)		820-1½ 459 (500-1½)	NA



VOR RWY 5
ENTERPRISE MUNI(EDN)

VOR EDN	APP CRS	Rwy Idg	5100
116.6	065°	TDZE	364
		Apt Elev	369

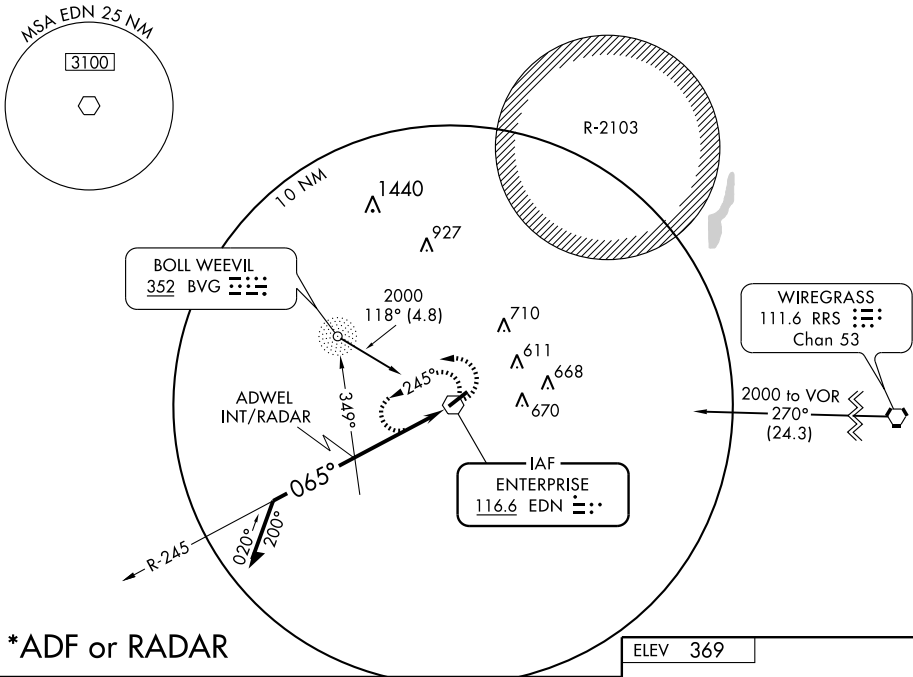
▼ Use Cairns AAF (Fort Rucker) altimeter setting, if not received, use Dothan Rgnl altimeter setting and increase all MDAs 40 feet.

▲ NA

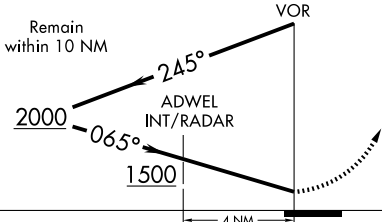
MISSED APPROACH: Climbing left turn to 2000 in EDN VOR holding pattern.

CAIRNS APP CON ★
133.45 239.4

UNICOM
122.8 (CTAF) ①

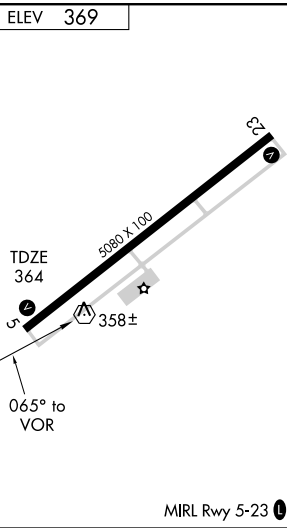


* ADF or RADAR



ELEV 369	EDN 116.6
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CATEGORY	A	B	C	D
S-5	1500-1¼ 1136 (1200-1¼)	1500-1½ 1136 (1200-1½)	1500-3 1136 (1200-3)	NA
CIRCLING	1500-1¼ 1131 (1200-1¼)	1500-1½ 1131 (1200-1½)	1500-3 1131 (1200-3)	NA
*ADWEL INT MINIMUMS				
S-5	780-1 416 (500-1)	780-1¼ 416 (500-1¼)	780-1¼ 416 (500-1¼)	NA
CIRCLING	860-1 491 (500-1)	860-1½ 491 (500-1½)	860-1½ 491 (500-1½)	NA



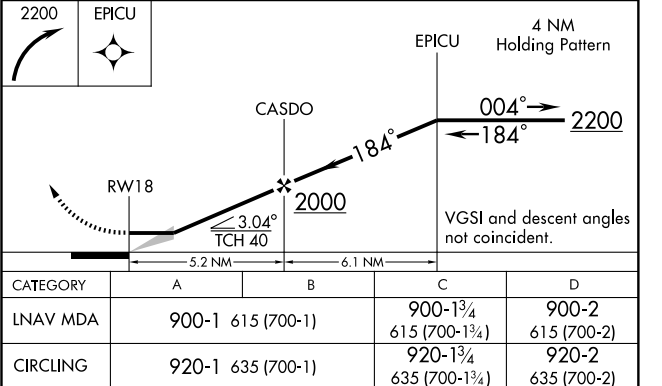
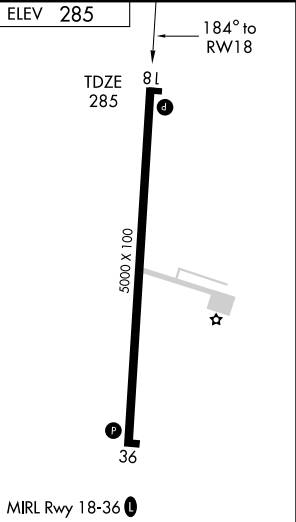
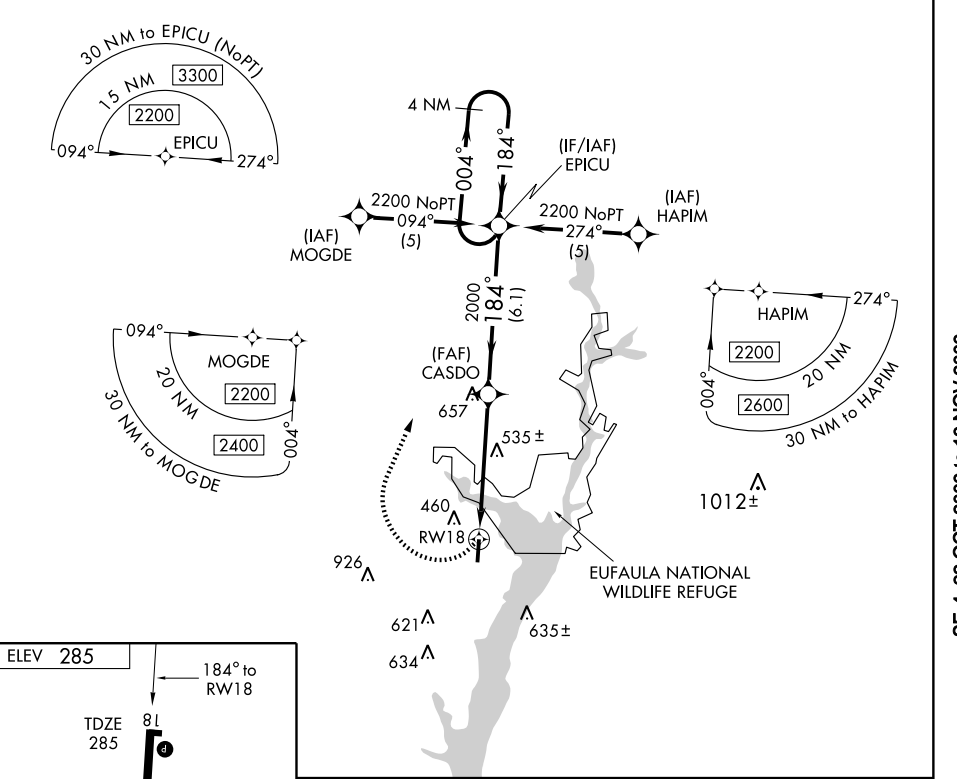
MIRL Rwy 5-23 ①

NA

Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet, and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct EPICU and hold.

CLAYTON AWOS-3 118.775	ATLANTA APP CON ★ 125.5 323.1	CLNC DEL 134.25 339.8	UNICOM 122.8 (CTAF) 0
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SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
004°	TDZE	285
	Apt Elev	285

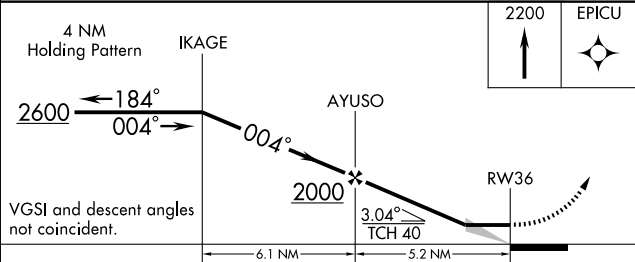
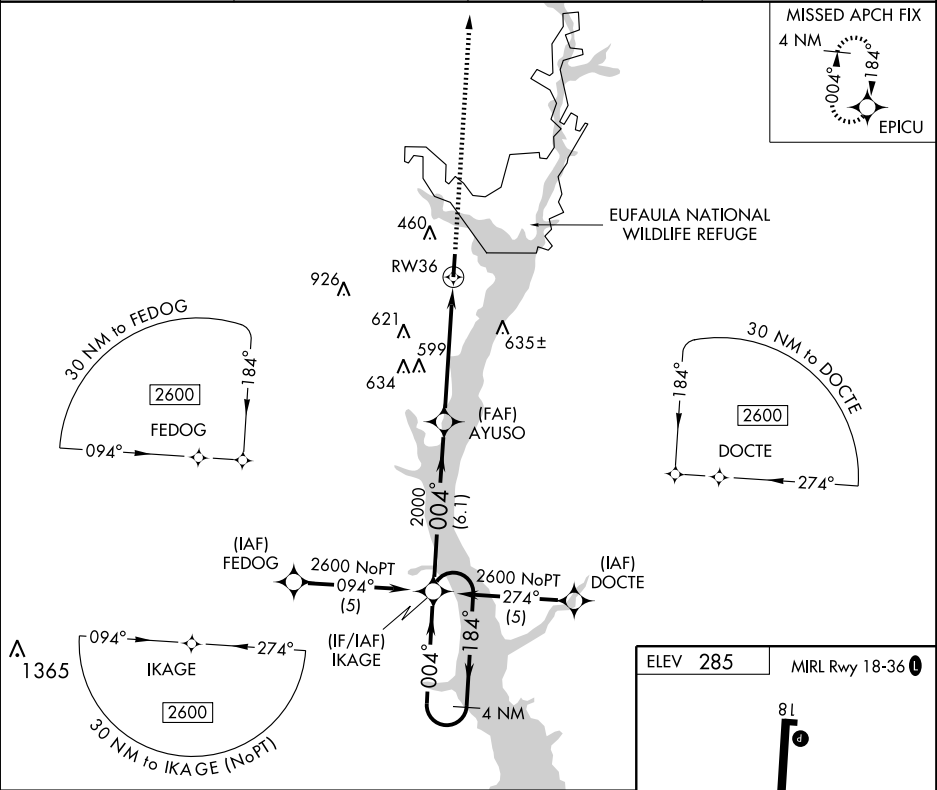
RNAV (GPS) RWY 36

EUFULA/ WEEDON FIELD (EUF)

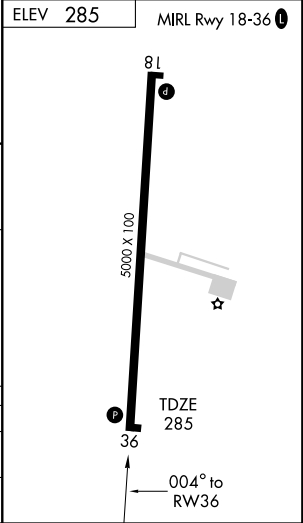
Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct EPICU and hold.

CLAYTON AWOS-3 118.775	ATLANTA APP CON ★ 125.5 323.1	CLNC DEL 134.25 339.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	960-1	675 (700-1)	960-2 675 (700-2)	960-2¼ 675 (700-2¼)
CIRCLING	960-1	675 (700-1)	960-2 675 (700-2)	960-2¼ 675 (700-2¼)



VOR RWY 18

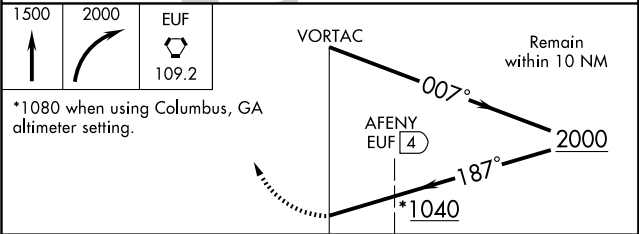
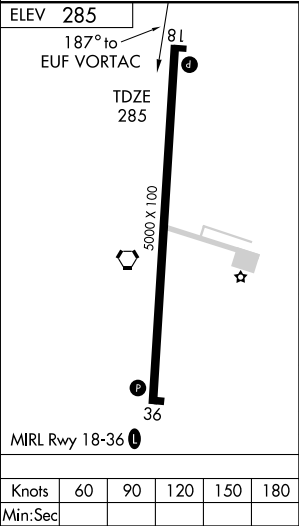
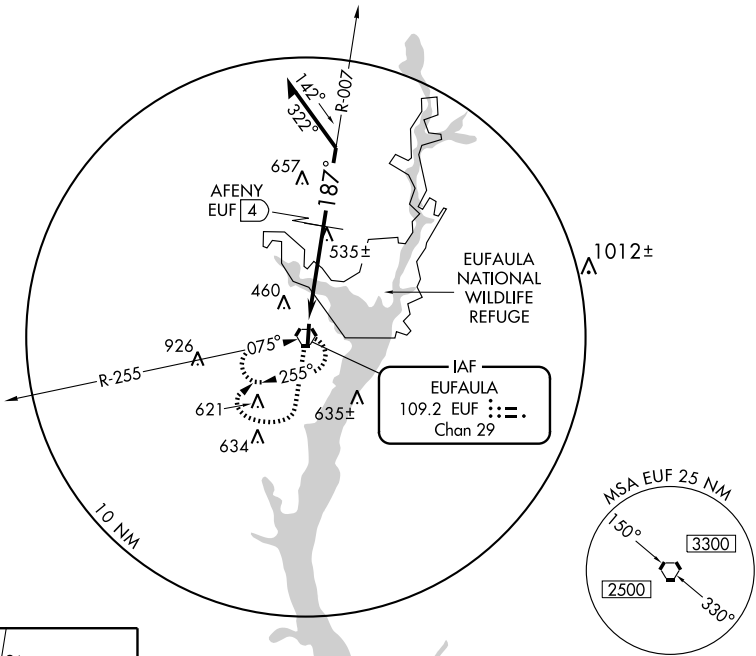
EUFAULA/ WEEDON FIELD (EUF)

VORTAC EUF	APP CRS	Rwy Idg	5000
109.2	187°	TDZE	285
Chan 29		Apt Elev	285

Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and AFENY Fix Minimums Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

CLAYTON AWOS-3 118.775	ATLANTA APP CON ★ 125.5 323.1	CLNC DEL 134.25 339.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
CIRCLING	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
AFENY FIX MINIMUMS				
S-18	900-1 615 (700-1)	900-1¾ 615 (700-1¾)	900-2 615 (700-2)	900-2 615 (700-2)
CIRCLING	920-1 635 (700-1)	920-1¾ 635 (700-1¾)	920-2 635 (700-2)	920-2 635 (700-2)

APP CRS	Rwy Idg	4002
003°	TDZE	259
	Apt Elev	259

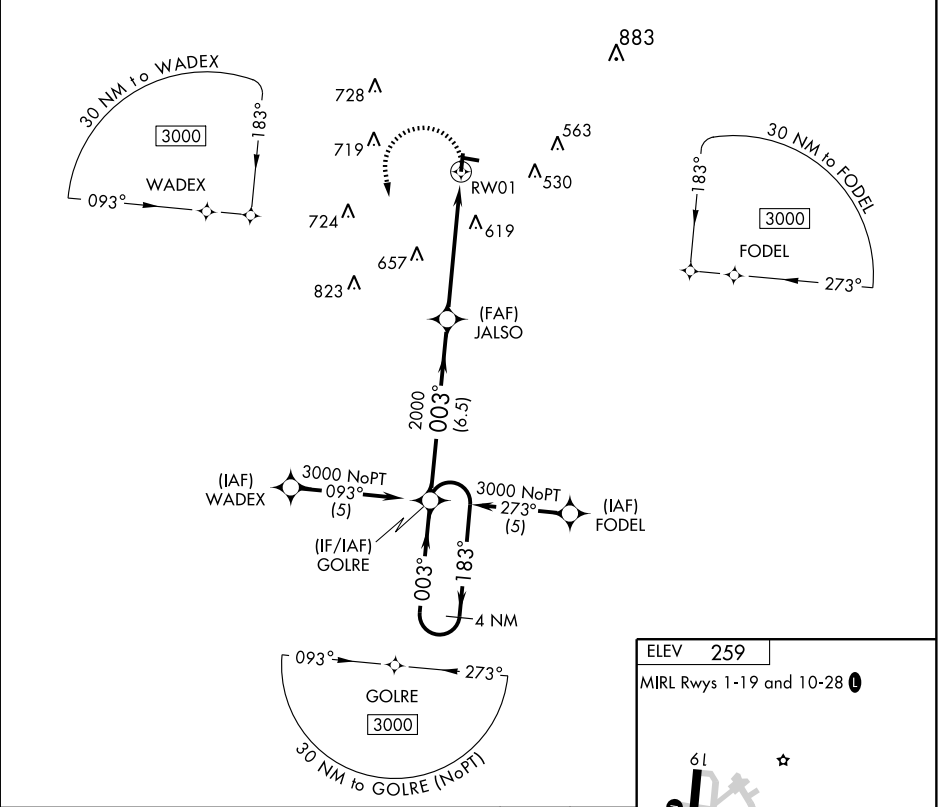
RNAV (GPS) RWY 1

EVERGREEN/ MIDDLETON FIELD (GZH)

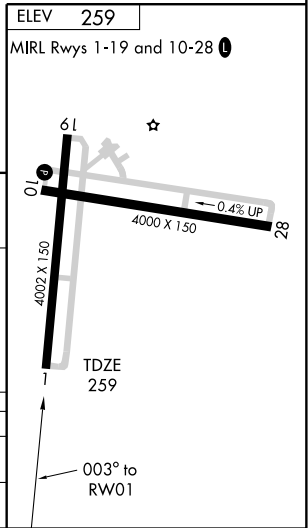
▼ Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH:
Climbing left turn to 3000
direct GOLRE and hold.

ASOS 133.425	JACKSONVILLE CENTER 120.2 346.4	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern				
3000 ← 183° 003° →				
GOLRE				
JALSO				
RW01				
2000 3.05° TCH 40				
6.5 NM 5.3 NM				
CATEGORY	A	B	C	D
LNAV MDA	880-1	621 (700-1)	880-1¾ 621 (700-1¾)	880-2 621 (700-2)
CIRCLING	920-1	661 (700-1)	920-1¾ 661 (700-1¾)	920-2 661 (700-2)



APP CRS	Rwy Idg	4000
097°	TDZE	259
	Apt Elev	259

RNAV (GPS) RWY 10

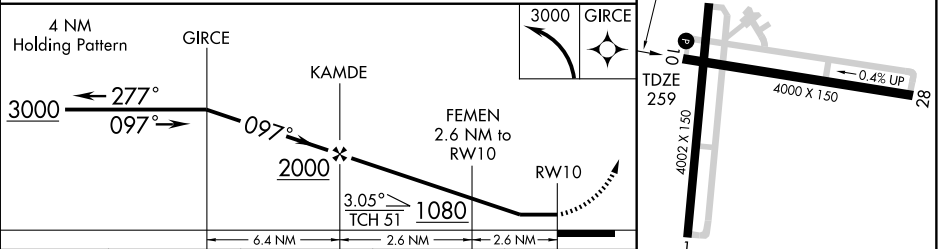
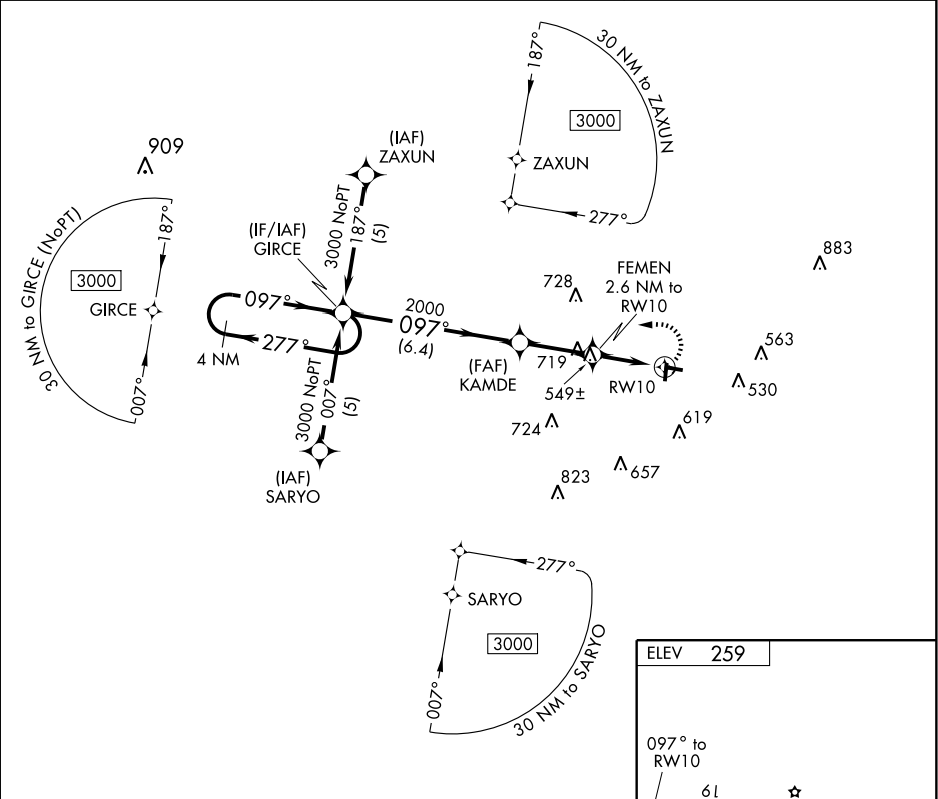
EVERGREEN/ MIDDLETON FIELD (GZH)

▼ When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA.

▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH:
Climbing left turn to 3000
direct GIRCE and hold.

ASOS 133.425	JACKSONVILLE CENTER 120.2 346.4	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	800-1	541 (600-1)	800-1½ 541 (600-1½)	800-1¾ 541 (600-1¾)
CIRCLING	800-1	541 (600-1)	800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwy 1-19 and 10-28 0

APP CRS	Rwy Idg	4002
183°	TDZE	259
	Apt Elev	259

RNAV (GPS) RWY 19

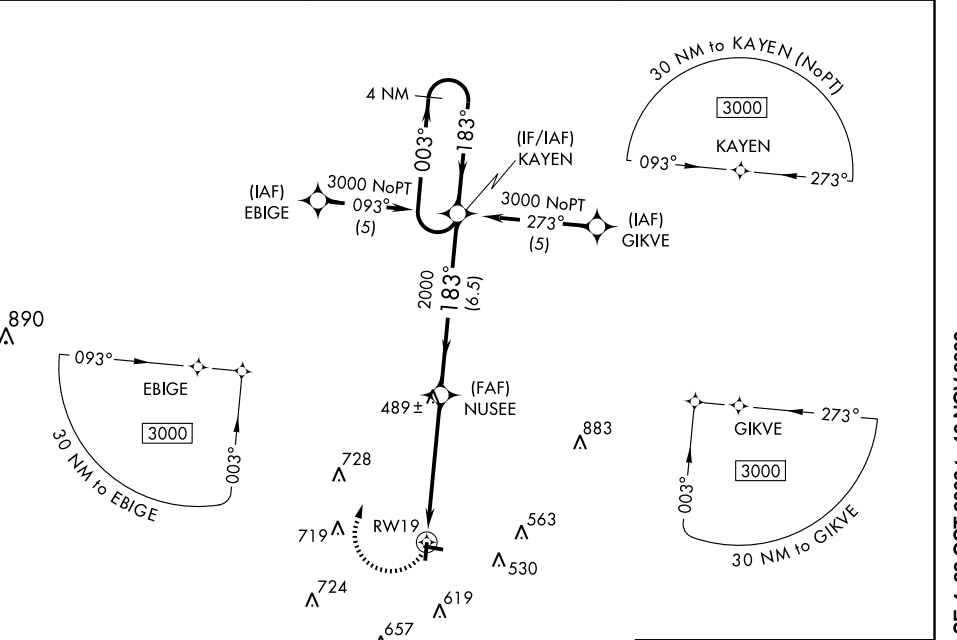
EVERGREEN/ MIDDLETON FIELD (GZHH)

▼ Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲ When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH:
Climbing right turn to 3000
direct KAYEN and hold.

ASOS 133.425	JACKSONVILLE CENTER 120.2 346.4	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern

KAYEN

3000

003°

183°

183° to RW19

TDZE 259

0.4% UP

4002 X 150

4000 X 150

28

61

01

1

CATEGORY	A	B	C	D
LNAV MDA	740-1	481 (500-1)	740-1¼ 481 (500-1¼)	740-1½ 481 (500-1½)
CIRCLING	800-1	541 (600-1)	800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwy 1-19 and 10-28 0

SE-4: 22 OCT 2009 to 19 NOV 2009

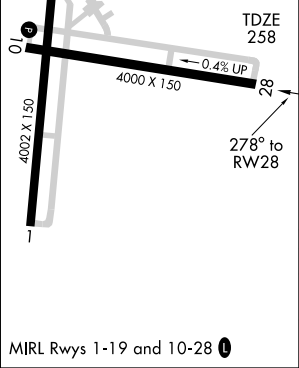
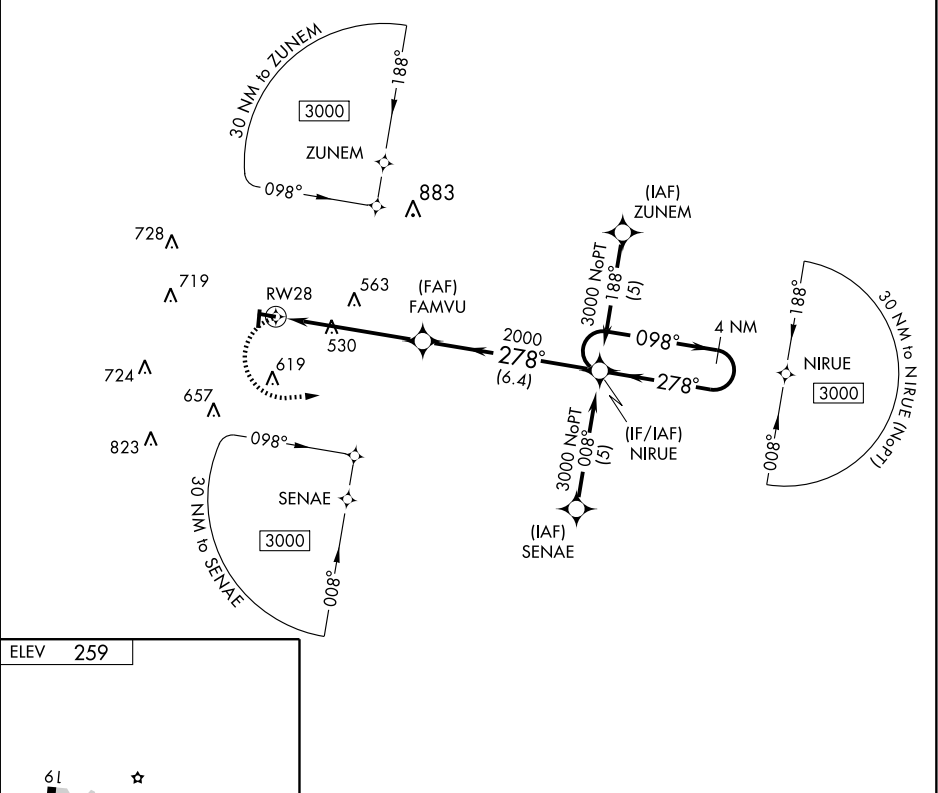
APP CRS	Rwy Idg	4000
278°	TDZE	258
	Apt Elev	259

RNAV (GPS) RWY 28
EVERGREEN/MIDDLETON FIELD (GZH)

Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH:
Climbing left turn to 3000
direct NIRUE and hold.

ASOS 133.425	JACKSONVILLE CENTER 120.2 346.4	UNICOM 122.7 (CTAF) 0
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3000 NIRUE				
4 NM Holding Pattern				
NIRUE				
FAMVU				
2000				
RWY 28				
3.05° TCH 40				
5.3 NM 6.4 NM				
CATEGORY	A	B	C	D
LNAV MDA	800-1 542 (600-1)	800-1½ 542 (600-1½)	800-1¾ 542 (600-1¾)	800-2 542 (600-2)
CIRCLING	800-1 541 (600-1)	800-1½ 541 (600-1½)	800-2 541 (600-2)	920-2 661 (700-2)

VORTAC MVC 116.8 Chan 115	APP CRS 095°	Rwy Idg TDZE Apt Elev	4000 259 259
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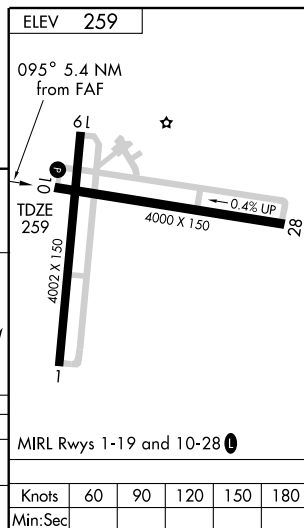
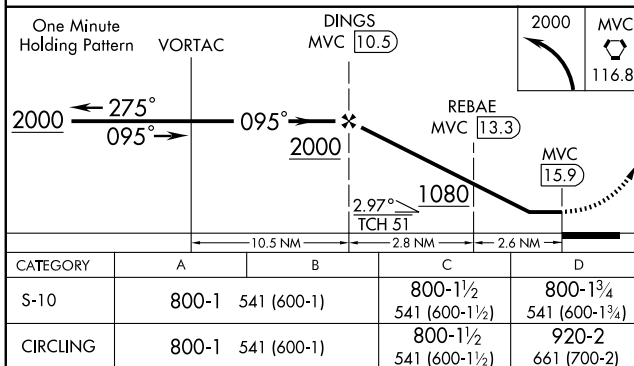
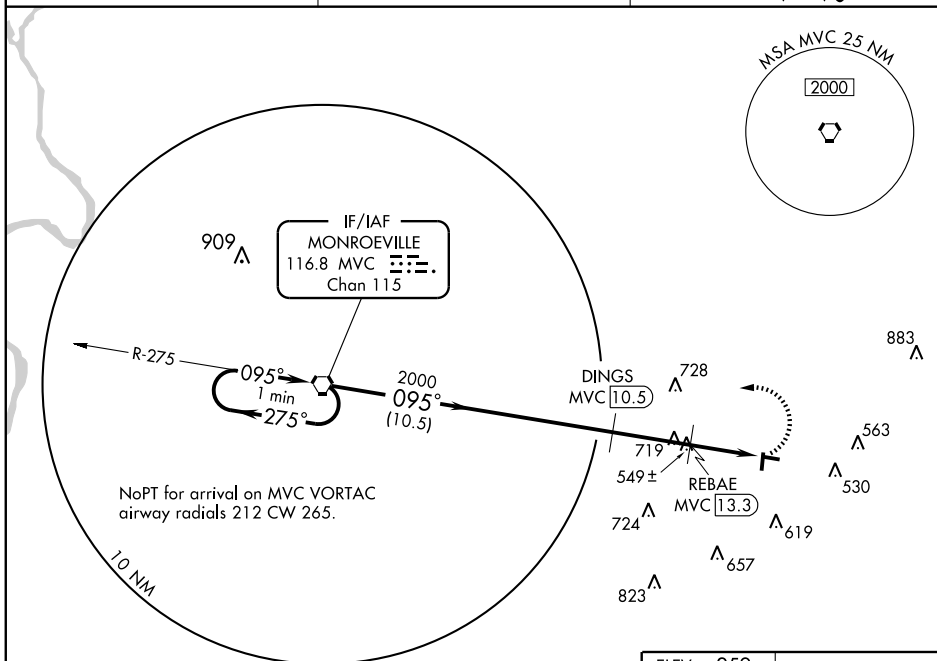
VOR/DME RWY 10
EVERGREEN/ MIDDLETON FIELD (GZH)

▼ When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, S-10 visibility Cat. C/D ½ mile, Circling visibility Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 2000 direct MVC VORTAC and hold.

ASOS
133.425

JACKSONVILLE CENTER
120.2 346.4

UNICOM
122.7 (CTAF) **L**

WAAS CH 93513 W01A	APP CRS 010°	Rwy Idg TDZE Apt Elev	6604 87 91
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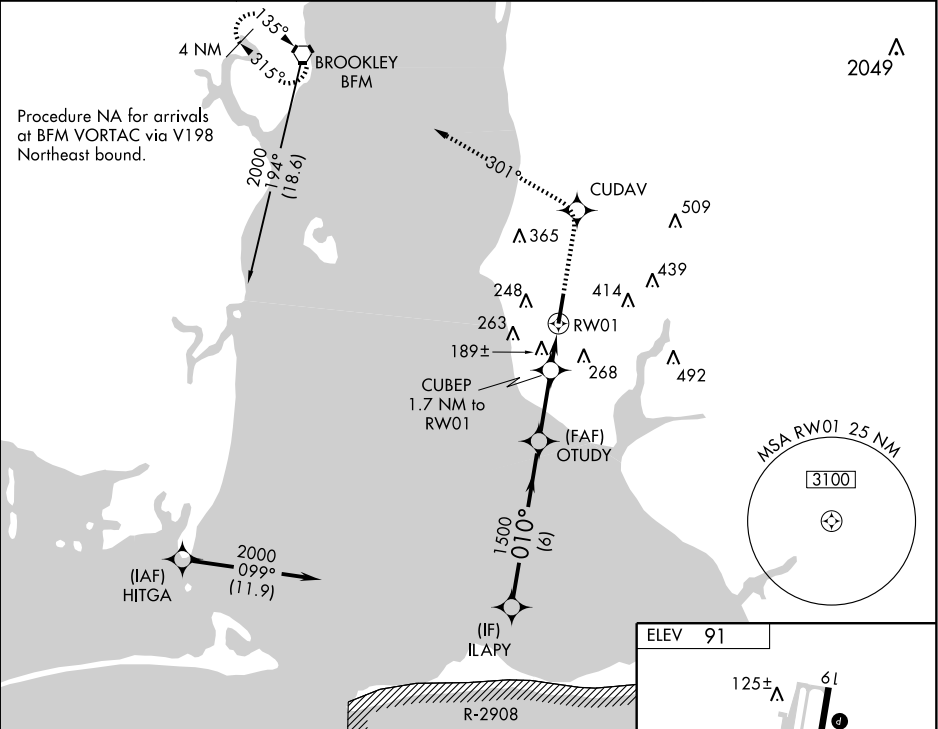
RNAV (GPS) RWY 1

FAIRHOPE/ H L SONNY CALLAHAN (4R4)

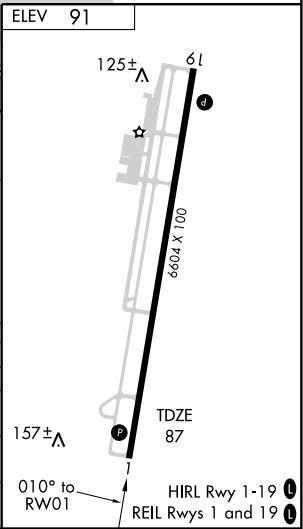
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Downtown altimeter setting and increase LPV DA 42 feet, LNAV/VNAV DA 132 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Mobile Downtown altimeter setting.

MISSED APPROACH:
Climb to 2000 direct CUDAV and via track 301° to BFM VORTAC and hold.

AWOS-3 118.425	MOBILE DOWNTOWN ASOS 135.575	MOBILE APP CON ★ 118.5 269.3	UNICOM 123.0 (CTAF) 0
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<div>ILAPY</div> <div>2000</div> <div>Procedure Turn NA</div> <div>GS 3.00°</div> <div>TCH 35</div>					<div>OTUDY</div> <div>2000</div> <div>CUDAV</div> <div>TRK 301°</div> <div>BFM</div> <div>*LNAV Only.</div>				
<div>1500</div> <div>6 NM</div> <div>2.6 NM</div> <div>0.5</div> <div>1.2</div>					<div>CUBEP 1.7 NM to RW01</div> <div>*1.2 NM to RW01</div> <div>RW01</div> <div>*660</div>				
CATEGORY	A	B	C	D					
LPV DA	337-1				250 (300-1)				
LNAV/VNAV DA	427-1¼				340 (400-1¼)				
LNAV MDA	500-1		413 (500-1)		500-1¼		413 (500-1¼)		
CIRCLING	560-1		469 (500-1)		620-1½		660-2		
					529 (600-1½)		569 (600-2)		



WAAS CH 99313 W19A	APP CRS 190°	Rwy Idg 6604 TDZE 91 Apt Elev 91
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RNAV (GPS) RWY 19

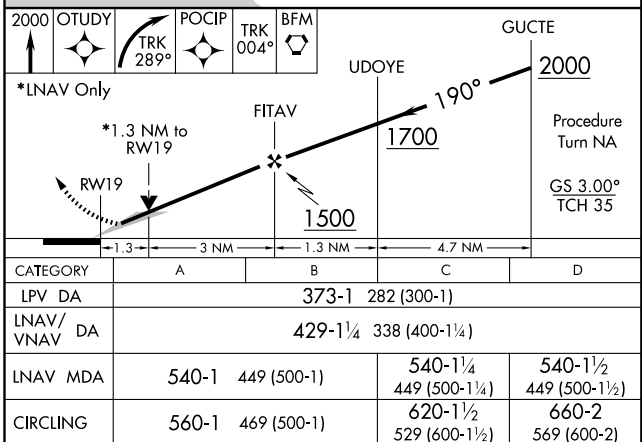
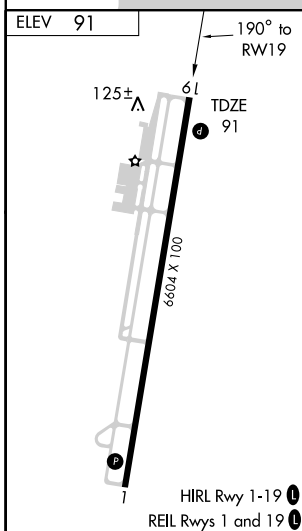
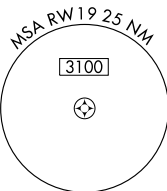
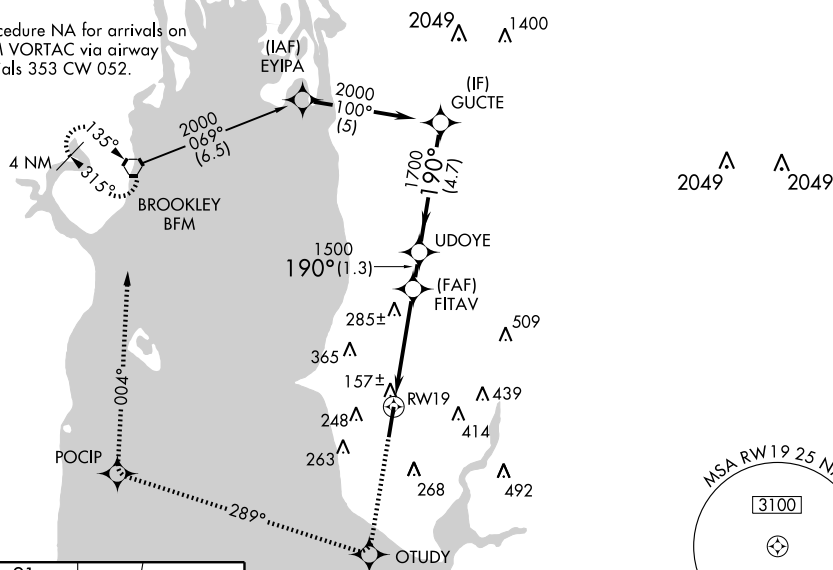
FAIRHOPE/ H L SONNY CALLAHAN (4R4)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when **▲** using Mobile Downtown altimeter setting. When local altimeter setting not received, use Mobile Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2000 direct OTUDY
and right turn via track 289° to
POCIP and via track 004° to
BFM VORTAC and hold.

AWOS-3 118.425	MOBILE DOWNTOWN ASOS 135.575	MOBILE APP CON ★ 118.5 269.3	UNICOM 123.0 (CTAF) 0
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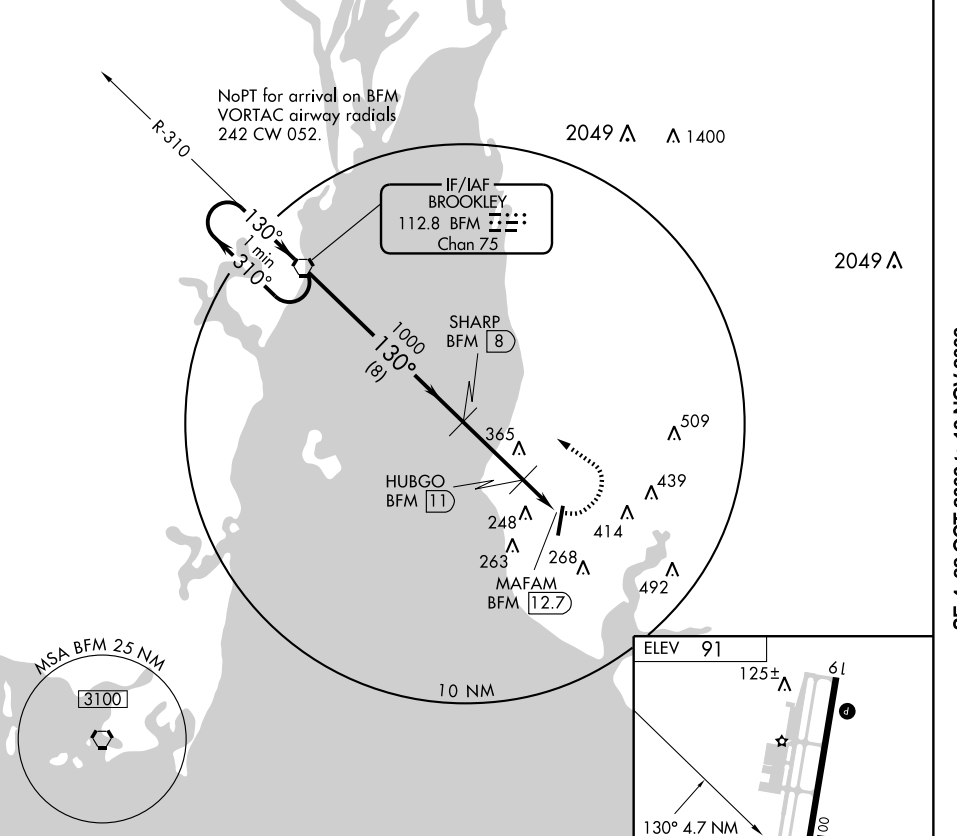
Procedure NA for arrivals on
BFM VORTAC via airway
radials 353 CW 052.



⚠ When local altimeter setting not received, use Mobile Downtown altimeter setting and increase all Cats MDA 40 feet.

⚠ MISSED APPROACH: Climbing left turn to 2000 direct BFM VORTAC and hold.

AWOS-3 118.425	MOBILE DOWNTOWN ASOS 135.575	MOBILE APP CON ★ 118.5 269.3	UNICOM 123.0 (CTAF) 0
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One Minute Holding Pattern

VORTAC

2000

310°

130°

130°

1000

8 NM

3 NM

1.7

SHARP BFM 8

HUBGO BFM 11

MAFAM BFM 12.7

* 680

* 720 when using Mobile Downtown altimeter setting.

CATEGORY	A	B	C	D
CIRCLING	560-1	469 (500-1)	620-1½ 529 (600-1½)	660-2 569 (600-2)

2000

BFM

112.8

130° 4.7 NM from FAF

6604 x 100

1

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3

4

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SE-4, 22 OCT 2009 to 19 NOV 2009

NDB RWY 18

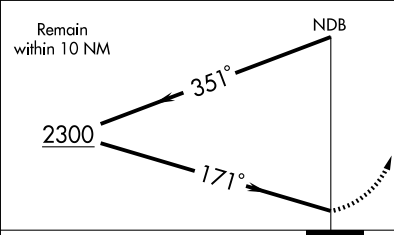
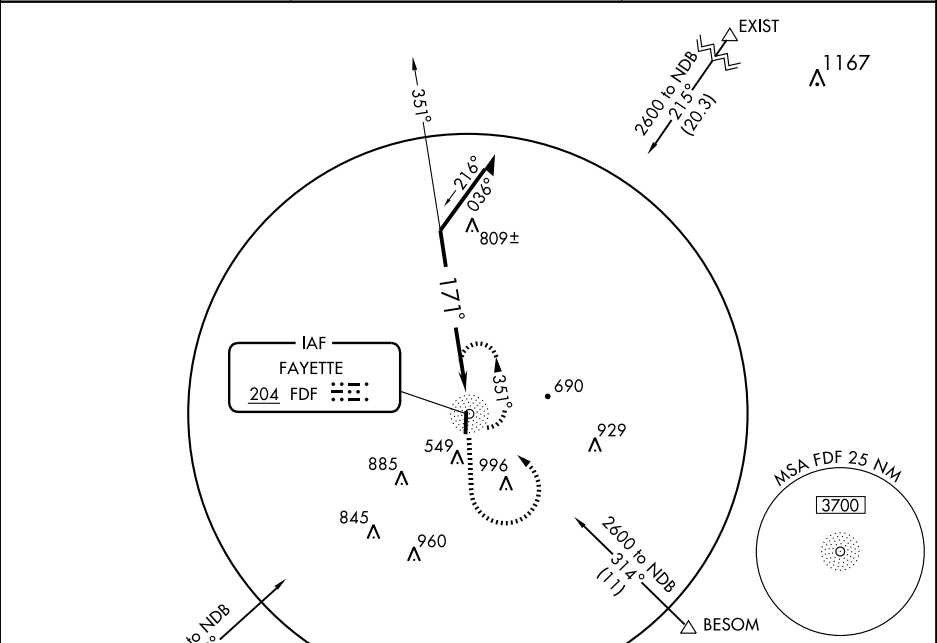
FAYETTE/ RICHARD ARTHUR FIELD (M95)

NDB FDF	APP CRS	Rwy Idg	5008
204	171°	TDZE	357
		Apt Elev	357

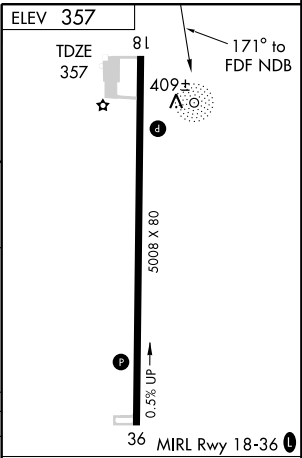
▼ Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet.
▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct FDF NDB and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3 119.225	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF) 0
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1600	2500	FDF
↑	↩	204



CATEGORY	A	B	C	D
S-18	1240-1¼ 883 (900-1¼)		1240-2¾ 883 (900-2¾)	1240-3 883 (900-3)
CIRCLING	1240-1¼ 883 (900-1¼)		1240-2¾ 883 (900-2¾)	1240-3 883 (900-3)

Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy Idg	5008
183°	TDZE	357
	Apt Elev	357

RNAV (GPS) RWY 18

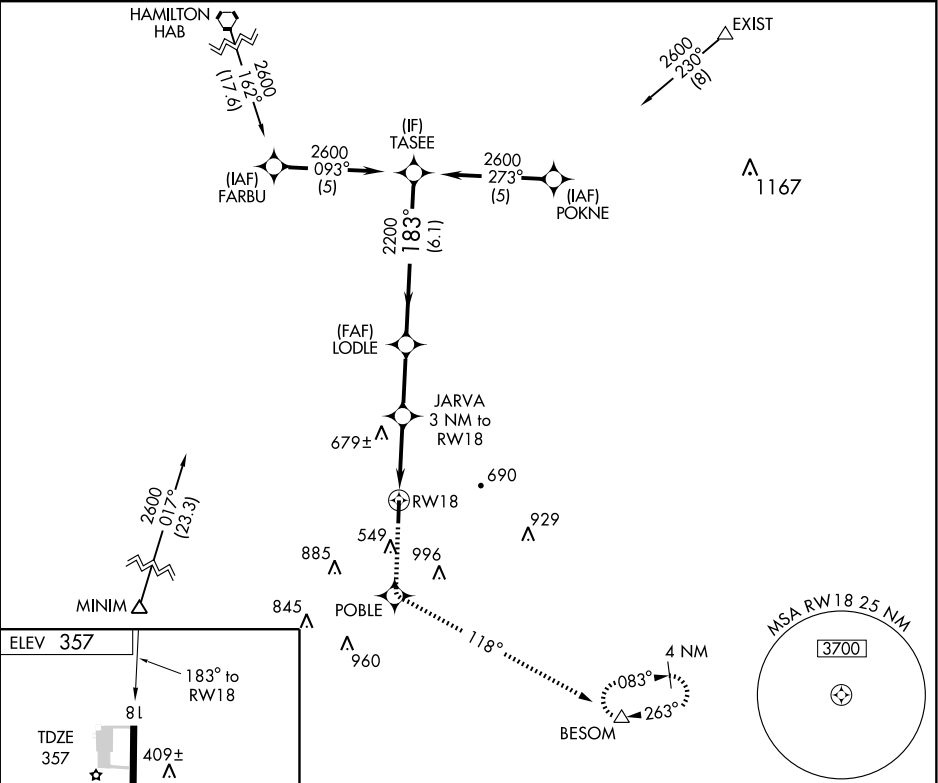
FAYETTE/ RICHARD ARTHUR FIELD (M95)

▼
▲ NA

Use Walker County-Bevill Field altimeter setting: when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet and LNAV visibility Cats C/D ¼ mile and circling Cat. D ½ mile.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct POBLE and via 118° track to BESOM and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3 119.225	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF) 0
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ELEV 357	TDZE 357	81	409±	183° to RW18
5008 X 80				
0.5% UP				
36				
MIRL Rwy 18-36 0				
2600	POBLE	118° TRK	BESOM	
JARVA 3 NM to RW18				
LODLE				
RW18				
1360				
3.05° TCH 45				
TASEE 2600				
183°				
2200				
3 NM				
2.6 NM				
6.1 NM				
CATEGORY	A	B	C	D
LNAV MDA	1020-1	663 (700-1)	1020-1¾ 663 (700-1¾)	1020-2 663 (700-2)
CIRCLING	1020-1 663 (700-1)	1040-1 683 (700-1)	1040-2 683 (700-2)	1080-2¼ 723 (800-2¼)

APP CRS	Rwy Idg	5008
003°	TDZE	346
	Apt Elev	357

RNAV (GPS) RWY 36

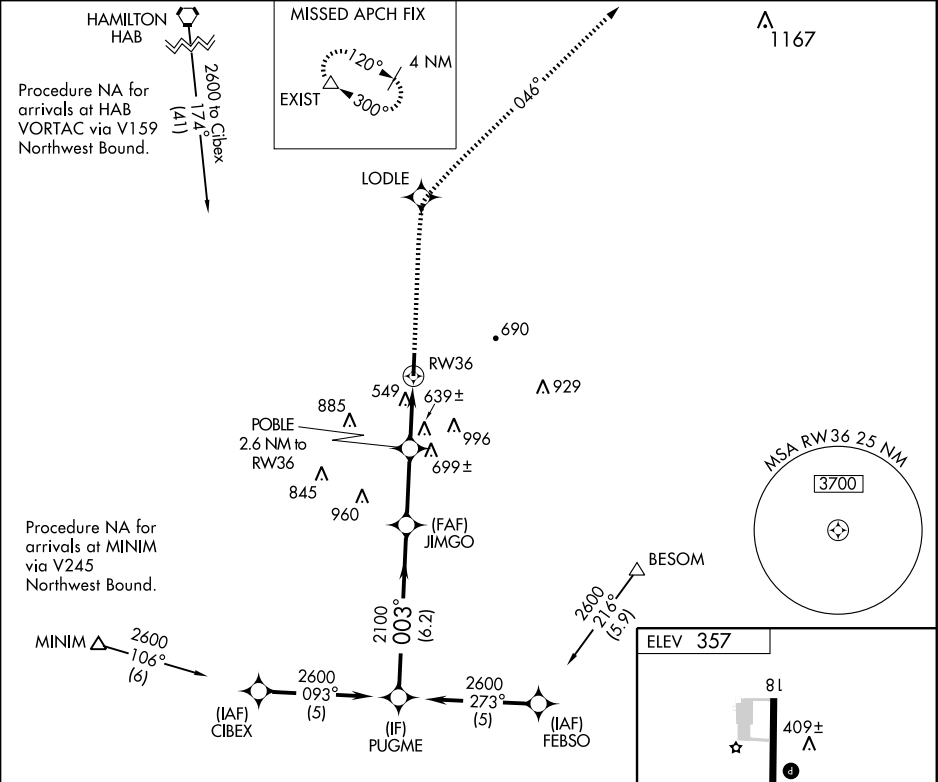
FAYETTE/ RICHARD ARTHUR FIELD (M95)

▼
▲ NA

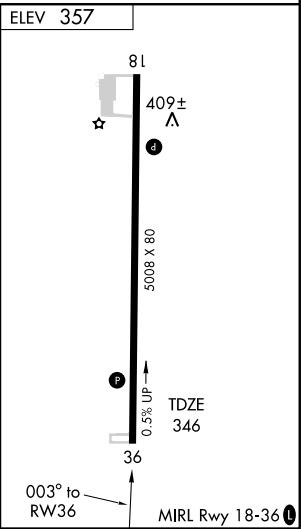
Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet and circling Cat. D visibility ¼ mile. Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct LODLE and via 046° track to EXIST and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3 119.225	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF) 0
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PUGME	2600			
	003°			
	JIMGO			
	3.04° TCH 45			
POBLE 2.6 NM to RW36	2100			
	1200			
	RW36			
	6.2 NM			
RW36	2.7 NM			
	2.6 NM			
	2.6 NM			
	2.6 NM			
CATEGORY	A	B	C	D
LNAV MDA	980-1	634 (700-1)	980-1¾ 634 (700-1¾)	980-2 634 (700-2)
CIRCLING	1000-1 643 (700-1)	1040-1 683 (700-1)	1040-2 683 (700-2)	1080-2¼ 723 (800-2¼)



APP CRS	Rwy Idg	3197
220°	TDZE	314
	Apt Elev	314

RNAV (GPS) RWY 22

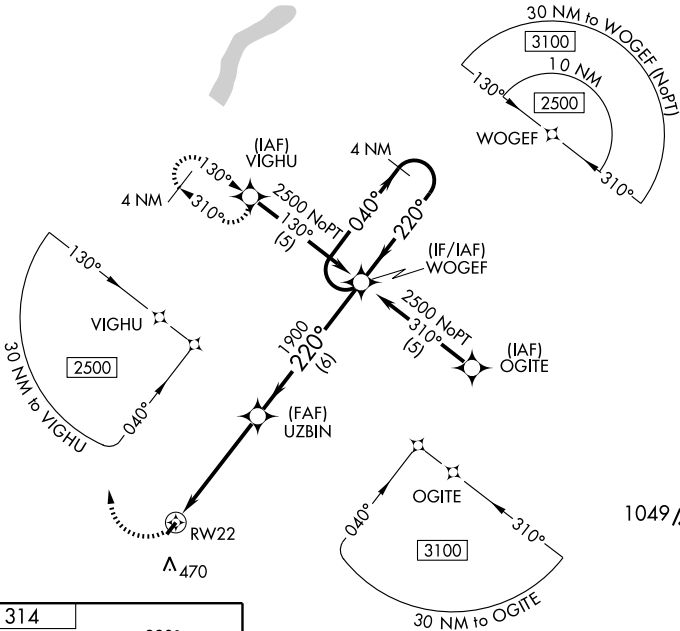
FLORALA MUNI (0J4)

⚠ Circling NA at night. DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Crestview altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2500 direct VIGHU and hold.

CAIRNS APP CON
133.45 239.4

UNICOM
123.0 (CTAF)



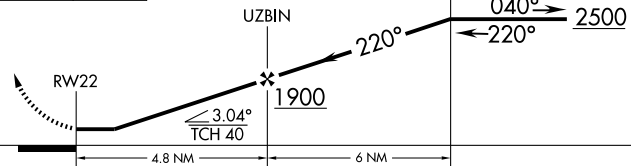
ELEV 314

220° to RWY 22

TDZE 314

0.8% DOWN

3197 x 75



CATEGORY	A	B	C	D
LNAV MDA	820-1 506 (600-1)		820-1½ 506 (600-1½)	NA
CIRCLING	820-1 506 (600-1)		820-1½ 506 (600-1½)	NA

WAAS CH 45516 W18A	APP CRS 182°	Rwy ldg TDZE Apt Elev	3700 72 74
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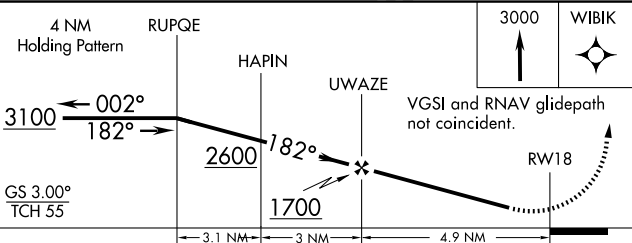
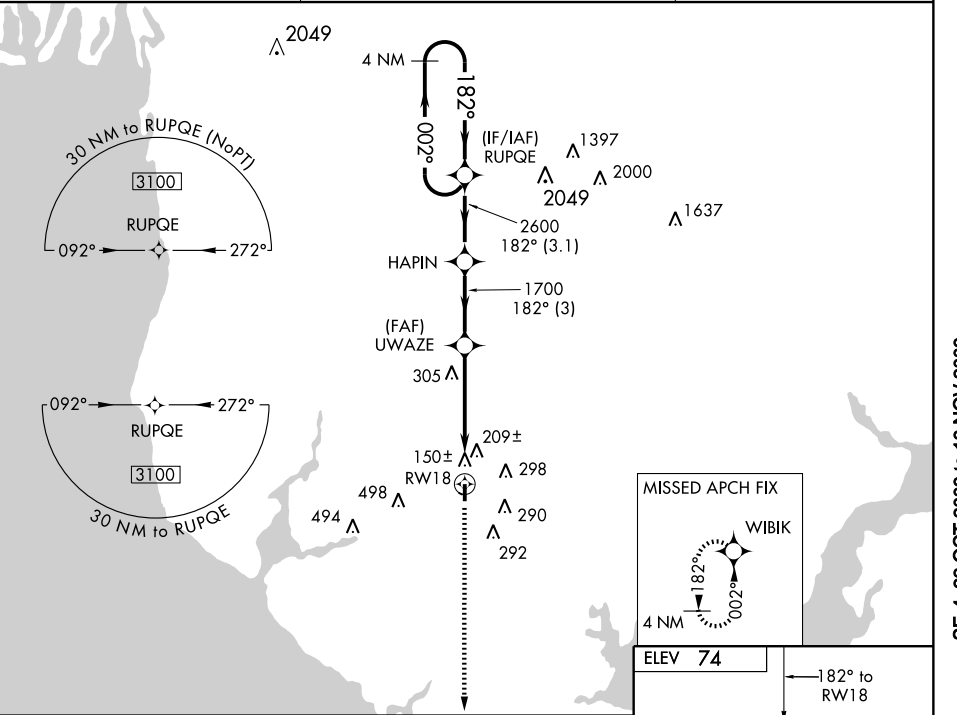
▼

▲ NA

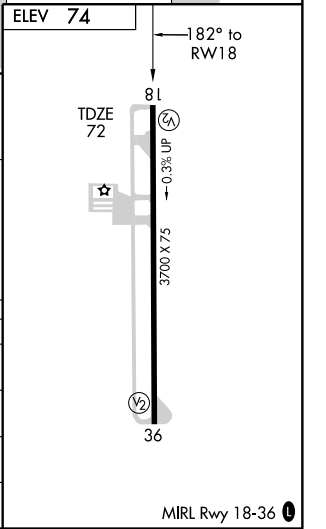
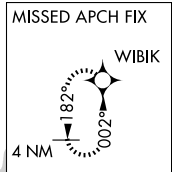
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct WIBIK and hold, continue climb-in-hold to 3000.

FAIRHOPE AWOS-3 118.425	PENSACOLA APP CON 118.6 380.6	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	447-1¼ 375 (400-1¼)			NA
LNAV/ VNAV DA	596-1¾ 524 (600-1¾)			NA
LNAV MDA	580-1 508 (600-1)	580-1½ 508 (600-1½)		NA
CIRCLING	680-1 606 (700-1)	720-1¾ 646 (700-1¾)		NA



SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 93515 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	3700 74 74
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RNAV (GPS) RWY 36

FOLEY MUNI (5R4)

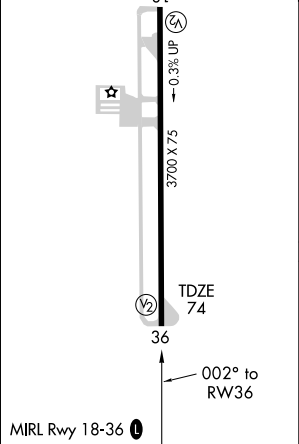
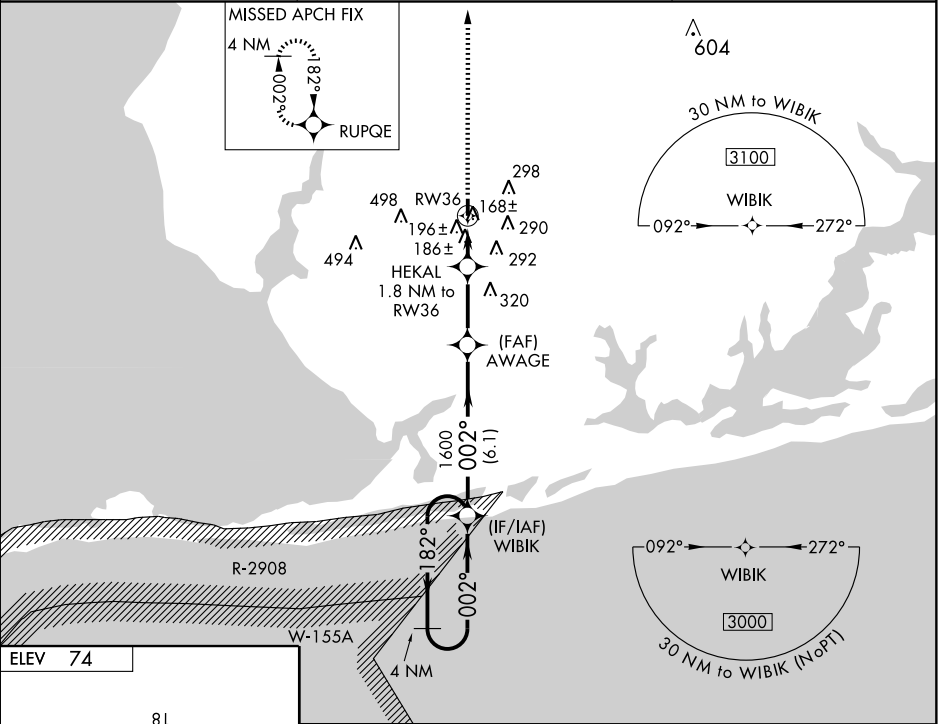
▼

▲ NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct RUPQE and hold, continue climb-in-hold to 3100.

FAIRHOPE AWOS-3 118.425	PENSACOLA APP CON 118.6 380.6	UNICOM 123.05 (CTAF) 0
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3100 RUPQE	VGSi and RNAV glidepath not coincident.			
* LNAV only.	HEKAL 1.8 NM to RW36	AWAGE	WIBIK 4 NM Holding Pattern	
	182°	002°	182°	3000
	1600			GS 3.00° TCH 45
	1.8 NM	2.8 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	456-1¼	382 (400-1¼)		NA
LNAV/VNAV DA	622-2	548 (600-1)		NA
LNAV MDA	640-1	566 (600-1)	640-1½ 566 (600-1½)	NA
CIRCLING	680-1	606 (700-1)	720-1¾ 646 (700-1¾)	NA

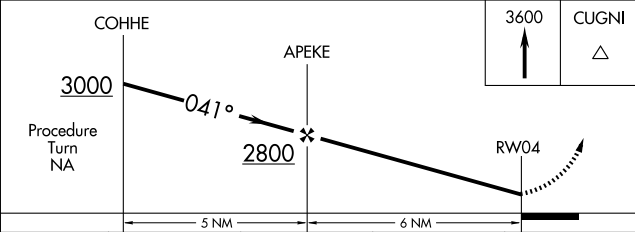
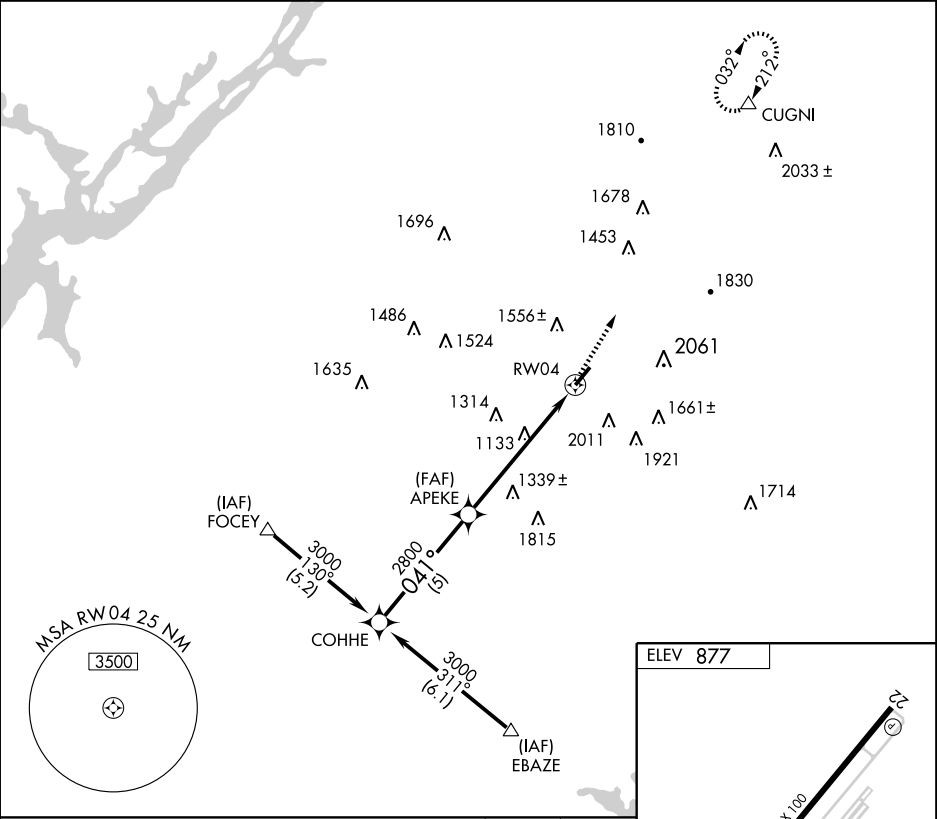
GPS RWY 4

FORT PAYNE/ ISBELL FIELD (4A9)

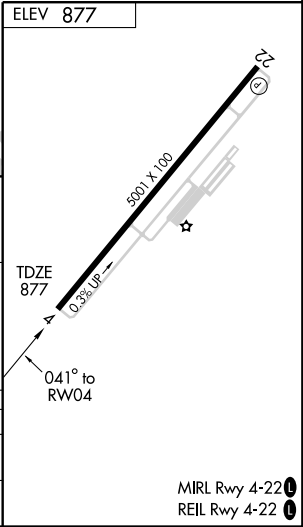
APP CRS	Rwy Idg	5001
041°	TDZE	877
	Apt Elev	877

<div>▼</div> <div>▲ NA</div>	Circling not authorized southeast of Rwy 4-22.	MISSED APPROACH: Climb to 3600 direct CUGNI WP and hold.
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AWOS-3 119.025	ATLANTA CENTER 133.8 353.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-4	1800-1¼ 923 (1000-1¼)		1800-2¾ 923 (1000-2¾)	1800-3 923 (1000-3)
CIRCLING	1800-1¼ 923 (1000-1¼)		1860-3 983 (1000-3)	2060-3 1183 (1200-3)



MIRL Rwy 4-22 0
REIL Rwy 4-22 0

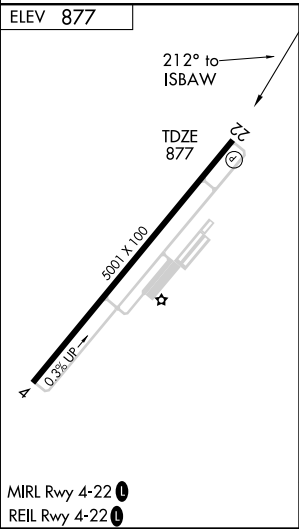
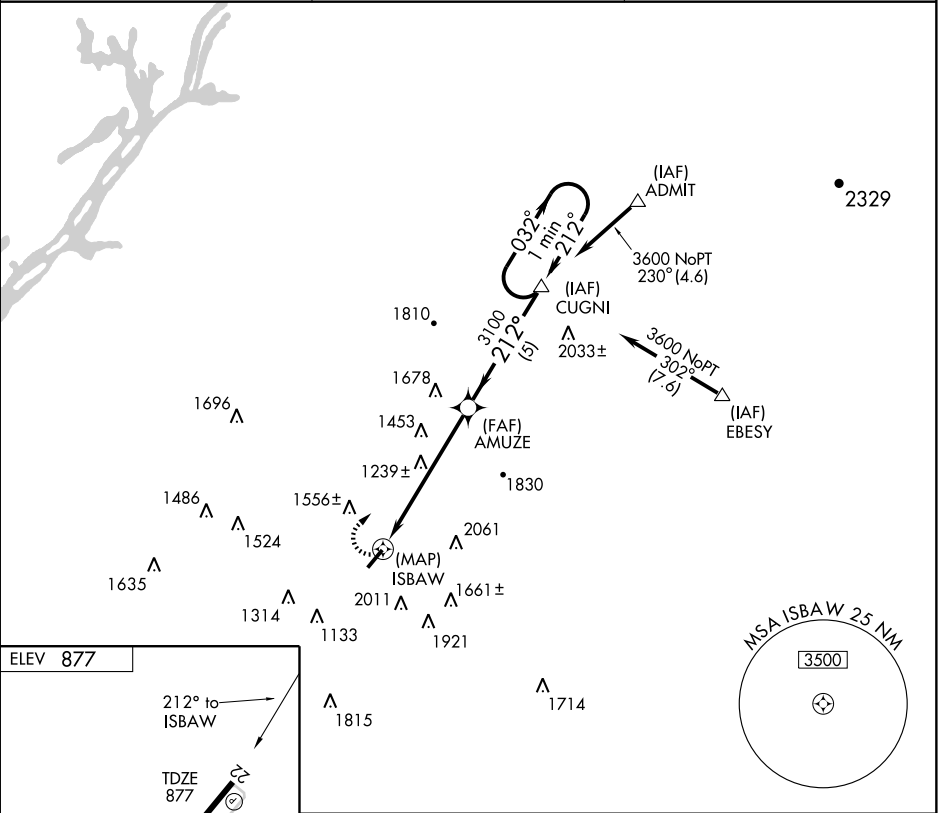
GPS RWY 22

FORT PAYNE/ISBELL FIELD (4A9)

APP CRS	Rwy Idg	5001
212°	TDZE	877
	Apt Elev	877


<div><div>▼</div><div>▲ NA</div></div> <div>Circling not authorized southeast of Rwy 4-22.</div>	MISSED APPROACH: Climbing right turn to 3600 direct CUGNI WP and hold.
--	--

AWOS-3 119.025	ATLANTA CENTER 133.8 353.7	UNICOM 122.8 (CTAF) 0
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3600

CUGNI



△

ISBAW

0.2

AMUZE

3100

212°

212°

CUGNI

One Minute Holding Pattern

032°

3600

5.9 NM

5 NM

CATEGORY	A	B	C	D
S-22	1700-1 823 (900-1)	1700-1¼ 823 (900-1¼)	1700-2½ 823 (900-2½)	1700-2¾ 823 (900-2¾)
CIRCLING	1740-1 863 (900-1)	1800-1¼ 923 (1000-1¼)	1860-3 983 (1000-3)	2060-3 1183 (1200-3)

NDB FTP <u>426</u>	APP CRS 221°	Rwy Idg TDZE Apt Elev	N/A N/A 877
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NDB or GPS-A
FORT PAYNE/ ISBELL FIELD (4A9)

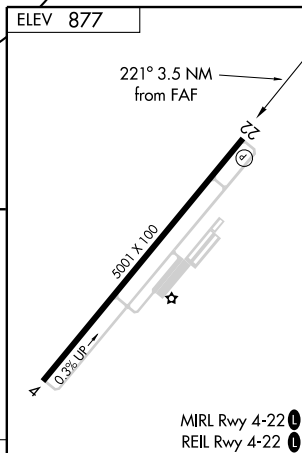
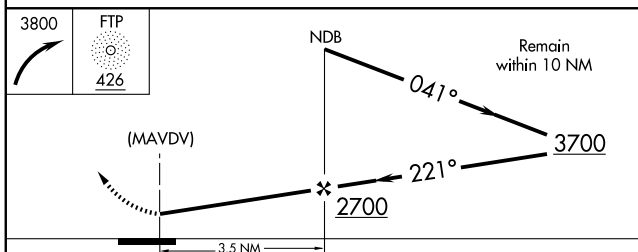
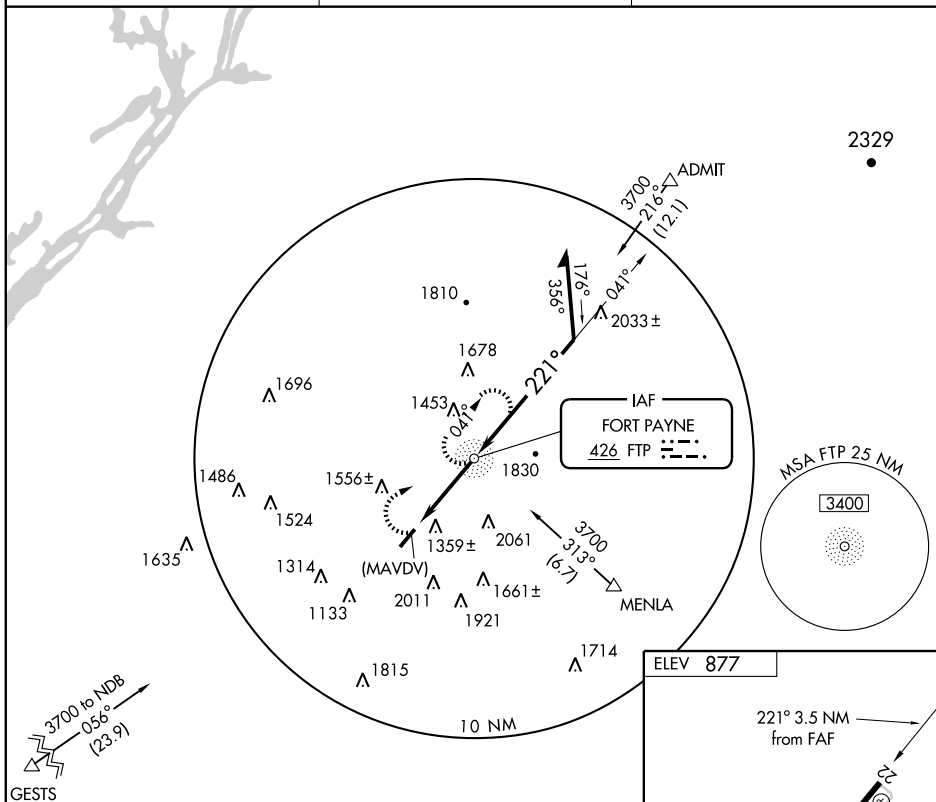
T If local altimeter setting not received procedure not authorized.
A NA Circling NA southeast of runway 4-22.

MISSED APPROACH: Climbing right turn to 3800 direct to FTP NDB and hold.

AWOS-3
119.025

ATLANTA CENTER
133.8 353.7

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D	FAF to MAP 3.5 NM					
CIRCLING	1860-1¼	1860-1½	2100-3	2360-3	Knots	60	90	120	150	180
	983 (1000-1¼)	983 (1000-1½)	1223 (1300-3)	1483 (1500-3)	Min:Sec	3:30	2:20	1:45	1:24	1:10

NDB HYE <u>221</u>	APCH CRS 176°	Rwy Idg 467 TDZE 318 Arpt Elev 318
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AL-5183 [USA]

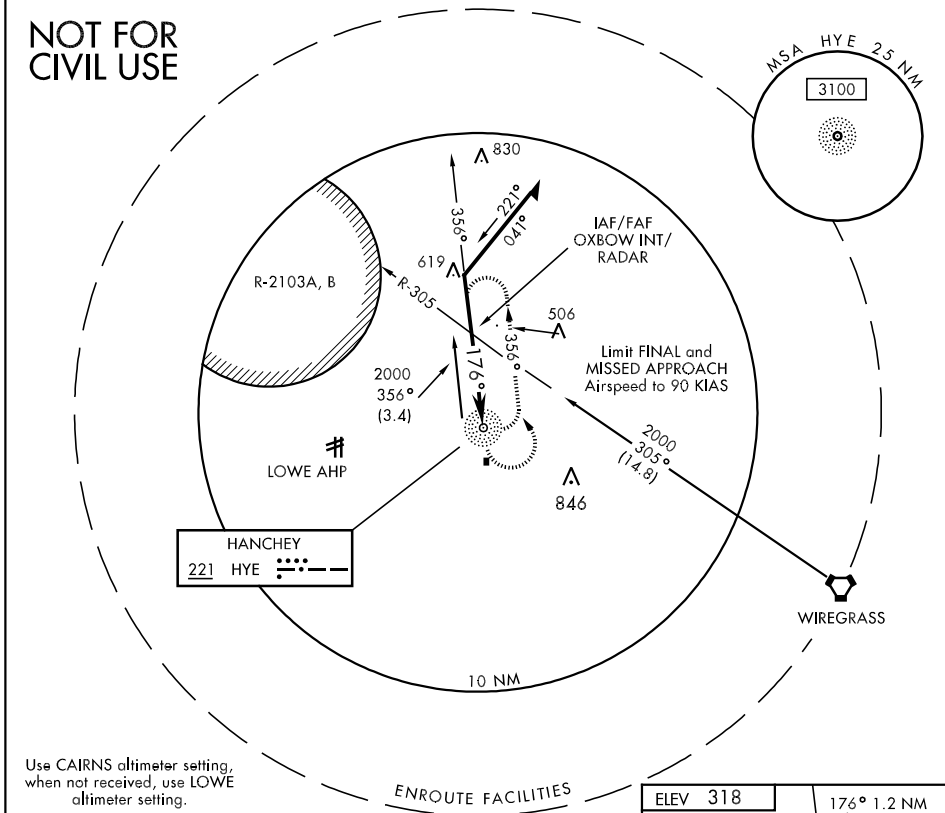
HANCHEY AHP (STRIP) (KHEY)



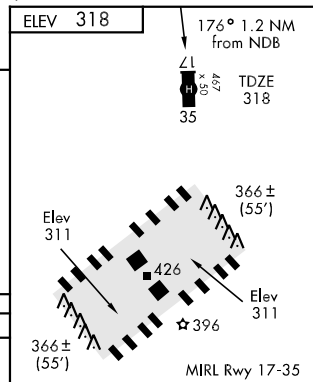
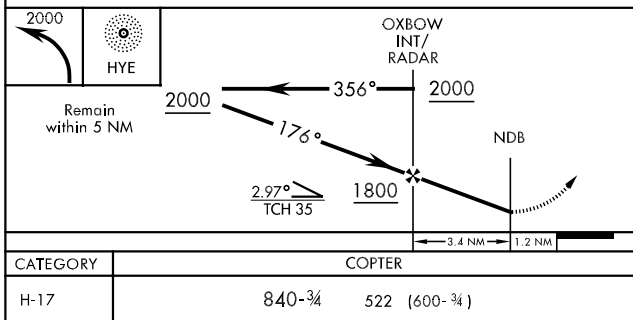
MISSED APPROACH: Climbing left turn to 2000 in HYE NDB holding pattern.

ATIS ★ 141.375	LOWE ASOS 118.225	CAIRNS APP CON 125.4 327.125	HANCHEY TOWER ★ 141.8 387.7	GND CON 149.6 225.575	CAIRNS CLNC DEL 118.075 380.1
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NOT FOR
CIVIL USE



Use CAIRNS altimeter setting, when not received, use LOWE altimeter setting.



APCH CRS 176°	Rwy Idg TDZE Arpt Elev 467 318 318
-------------------------	--

AL-5183 [USA]

HANCHEY AHP (STRIP) (KHEY)

▼ DME/DME RNP-0.3 NA.
Use CARINS altimeter setting, when not received, use LOWE altimeter setting.

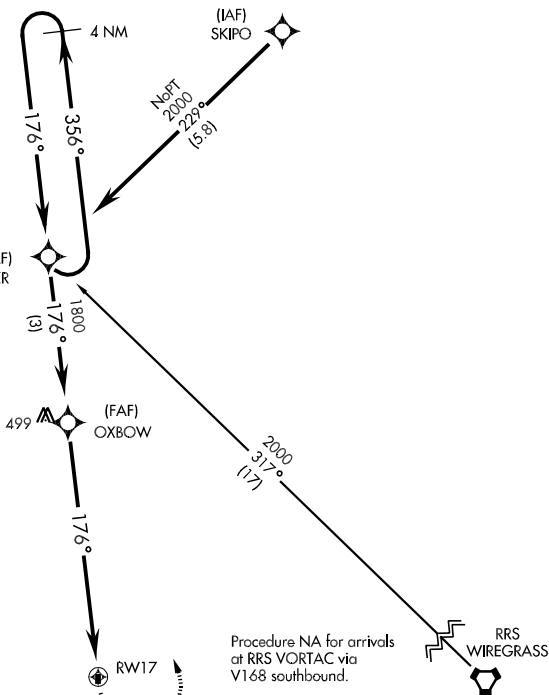
MISSED APPROACH: Climbing left turn to 2000 direct DUYER and hold.

ATIS 141.375	LOWE ASOS 118.225	CAIRNS APP CON 125.4 327.125	HANCHEY TOWER 141.8 387.7	GND CON 149.6 225.575	CAIRNS CLNC DEL 118.075 380.1
------------------------	-----------------------------	--	-------------------------------------	---------------------------------	---

NOT FOR CIVIL USE

Limit Final and
Missed Approach
Airspeed to 90 KIAS.

R2103A,B



Procedure NA for arrivals
at RRS VORTAC via
V168 southbound.

RRS
WIREGRASS

ELEV 318

176° to
RWY 17
TDZE
318
35

4 NM holding pattern.

DUYER

OXBOW

2000

DUYER

2.09°
TCH 35

3 NM

4.6 NM

CATEGORY

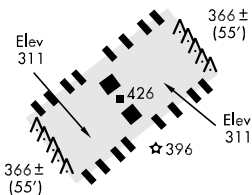
COPTER

LNAV MDA

780-½

462

(500-½)



MIRL Rwy 17-35

NDB LOR 269	APCH CRS 066°	Rwy Idg TDZE Arprt Elev	N/A N/A 294
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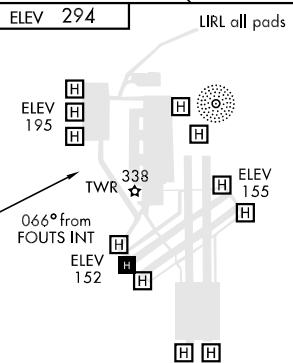
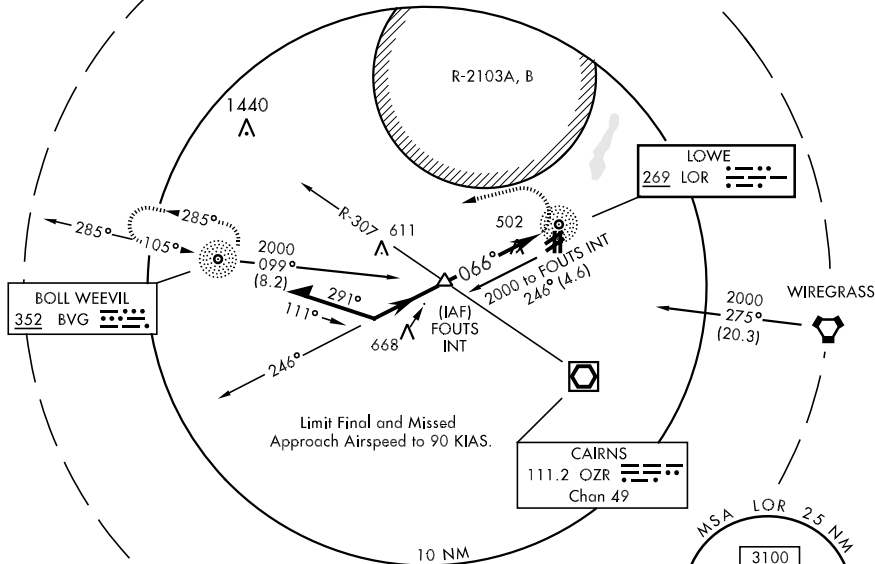
AL-5176 [USA]

LOWE AHP (KLOR)

▼	MISSED APPROACH: Climbing left turn to 2500 direct BVG NDB and hold.			
ATIS 361.1	ASOS 118.225	CAIRNS APP CON 133.45 239.4	LOWE TOWER ★ 141.3 289.15	GND CON 357.15

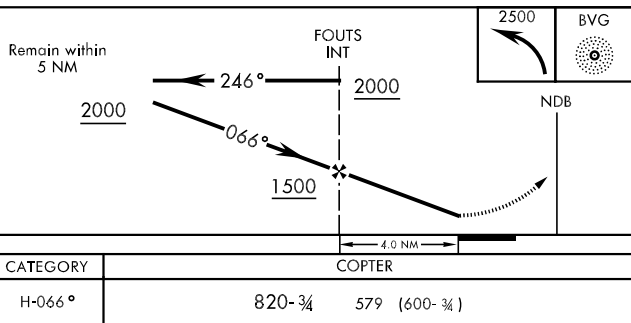
When local altimeter setting not received,
use Cairns AAF altimeter setting.

NOT FOR CIVIL USE



FAF to MAP 4.0 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

FORT RUCKER, ALABAMA
Amdt 1 09211



CATEGORY	COPTER	
H-066°	820-¾	579 (600-¾)

31° 21' N-85° 45' W

LOWE AHP (KLOR)

COPTER NDB 066°

APCH CRS 069°	Rwy Idg TDZE Arpt Elev N/A N/A 294
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AL-5176 [USA]

LOWE AHP (KLOR)

MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.

 ATIS
361.1

 ASOS
118.225

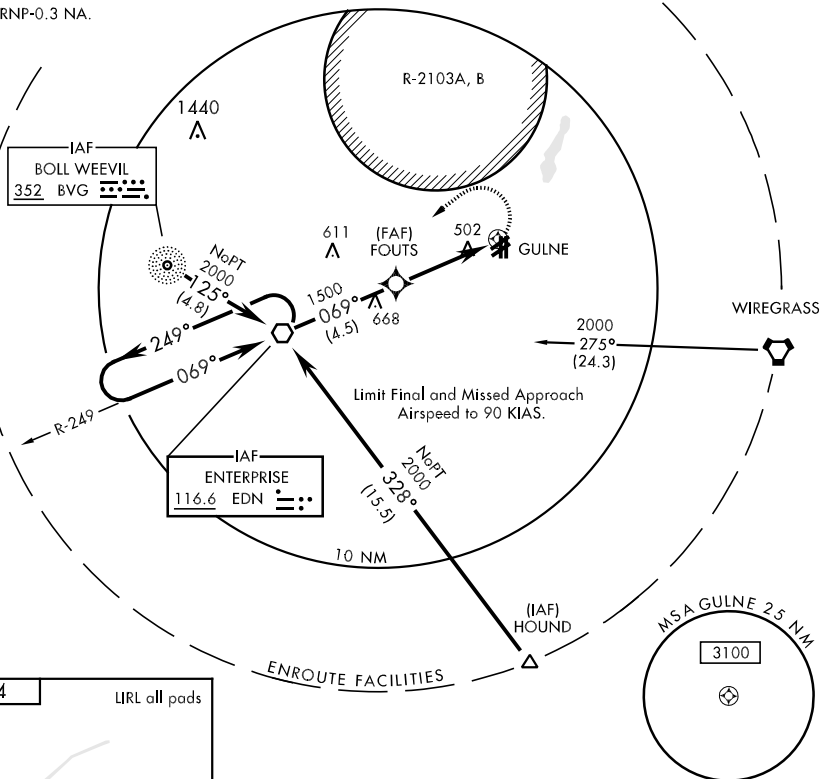
 CAIRNS APP CON
133.45 239.4

 LOWE TOWER ★
141.3 289.15

 GND CON
357.15

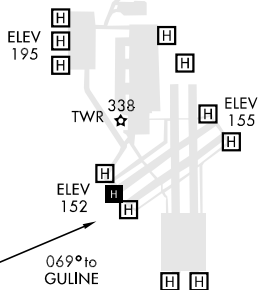
 When local altimeter setting not received,
 use Cairns AAF altimeter setting.
NOT FOR CIVIL USE.

DME/DME RNP-0.3 NA.



ELEV 294

LIRL all pads

One Minute
Holding Pattern

VOR

2000

EDN

2000

249°

069°

2000

FOUTS

GULNE

1500

4.0 NM

CATEGORY

COPTER

LNAV-MDA

760-¾

519 (600-¾)

VOR EDN
116.6

APCH CRS
069°

Rwy Idg
TDZE
Agt ElevN/A
N/A
N/A

ATIS
361.1

ASQS
118.225

CAIRNS APP CON
133.45 239.4

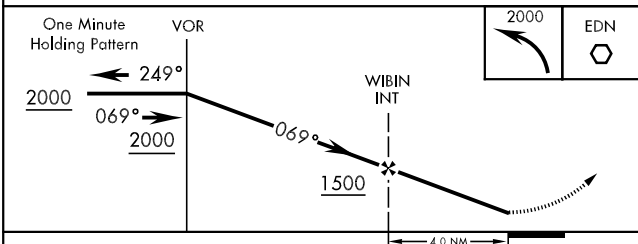
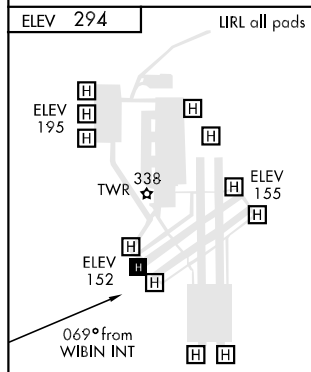
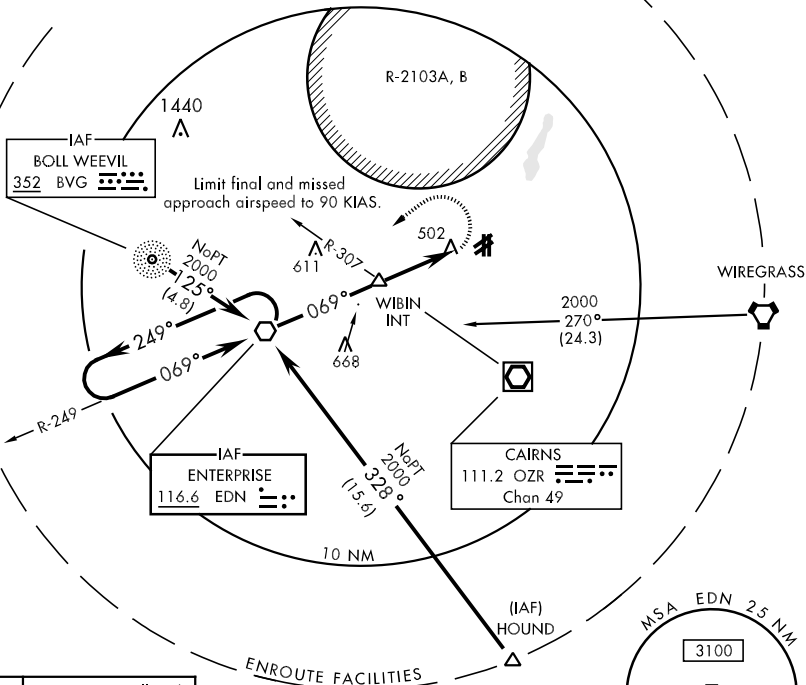
LOWE TOWER ★

141.3 289.15

GND CON
357.15

When local altimeter setting not received,
use Cairns AAF altimeter setting.

NOT FOR CIVIL USE



FAF to MAP 4.0 NM

CATEGORY

COPTER

Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

H-069°	760- $\frac{3}{4}$	519 (600- $\frac{3}{4}$)
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FORT RUCKER, ALABAMA

Amdt 1 09211

31°21'N-85°45'W

LOWE AHP (KLOR)

COPPER VOP 0409

SE-4, 22 OCT 2009 to 19 NOV 2009

FORT RUCKER, ALABAMA

FORT RUCKER, ALABAMA

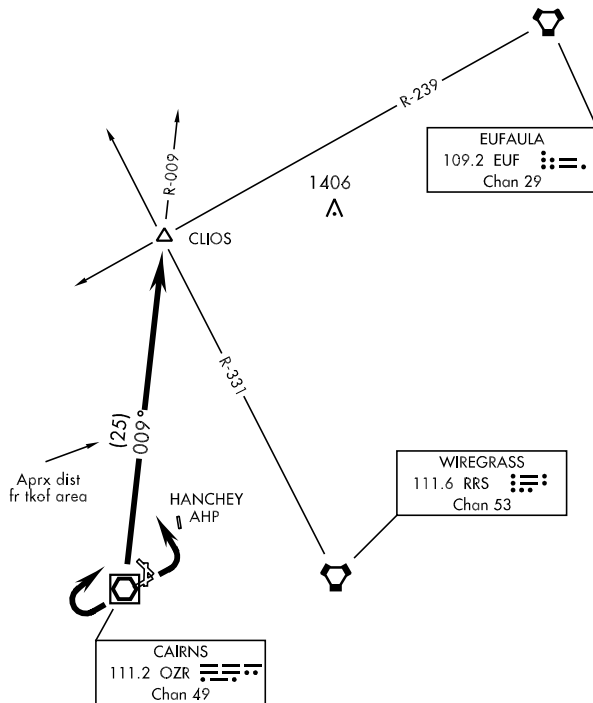
CLIOS-TWO DEPARTURE (CLIOS2•CLIOS)

CAIRNS VOR (OZR)
FORT RUCKER, ALABAMA

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
121.1 319.25
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 330°

TAKE-OFF RWY 24: Climbing right turn heading 050°

TAKE-OFF RWY 36: Climb on heading 350°

TAKE-OFF PAD D1: Climb on heading 350°

TAKE-OFF PAD D2: Climb on heading 350°

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

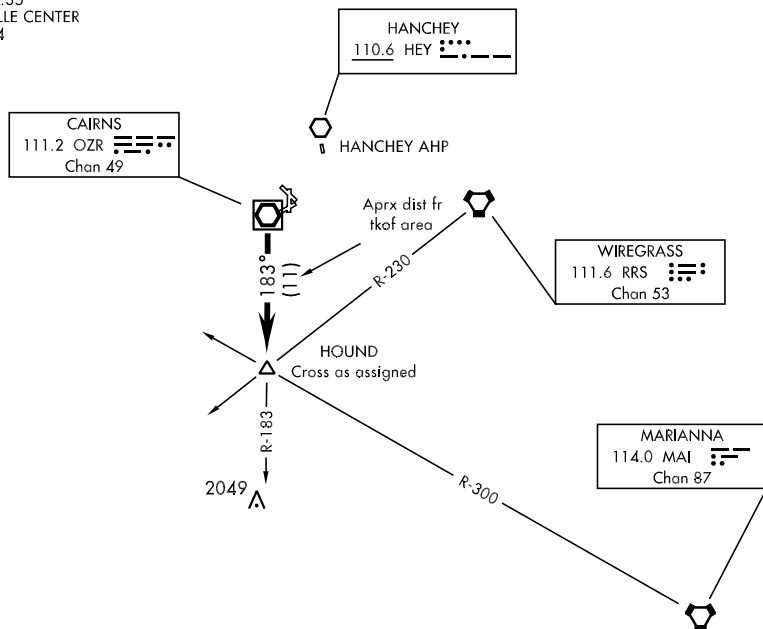
.... Intercept OZR VOR/DME R-009 to CLIOS INT.

HOUND-TWO DEPARTURE (HOUND2•HOUND)

CAIRNS AWP (ROZ) FORT RUCKER, ALABAMA

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.75 270.35
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205°

TAKE-OFF RWY 24: Climbing left turn heading 120°

TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205°

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

.... intercept OZR VOR/DME R-183 to HOUND INT.

LOC I-OZR 109.7 Chan 34	APCH CRS 064°	Rwy Idg 4546 TDZE 298 Arpt Elev 301
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AL-577 [USA]

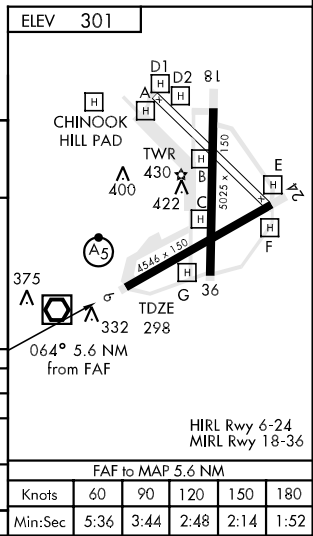
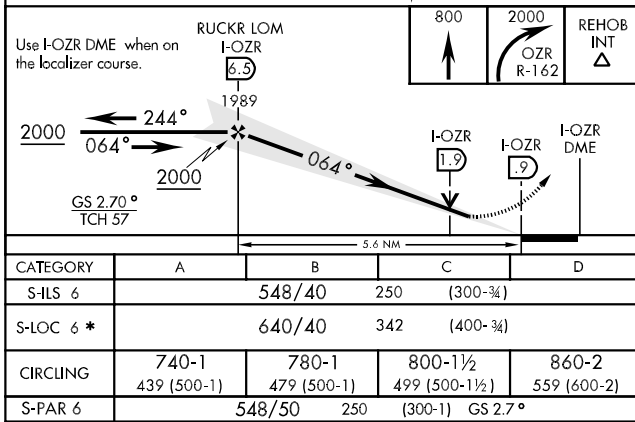
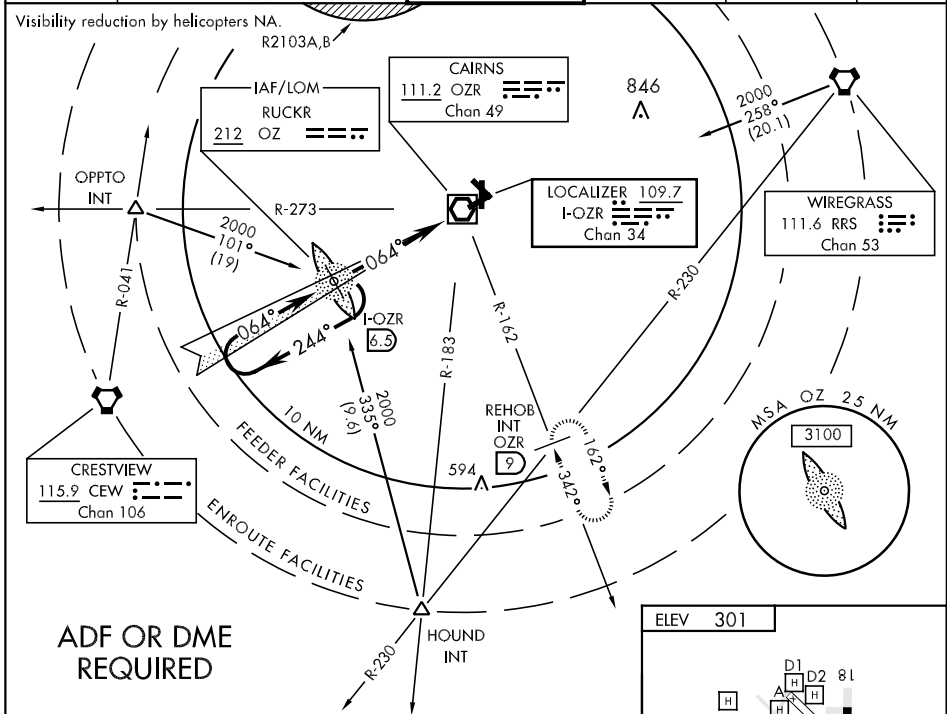
CAIRNS AAF (KOZR)


✦ * When ALS inop, increase CAT ABC RVR to 5000 and vis to 1 mile, and CAT D RVR to 6000 and vis to 1½ miles.

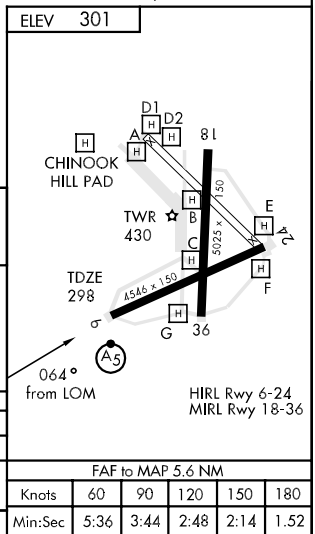
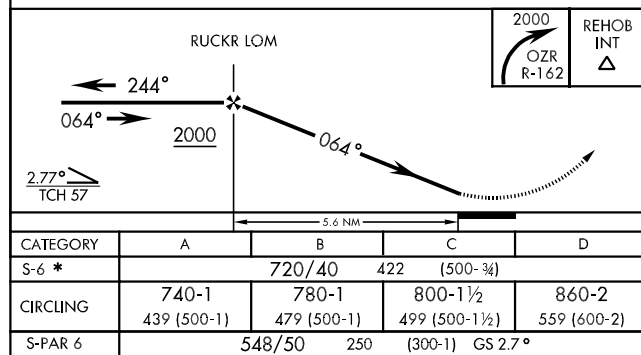
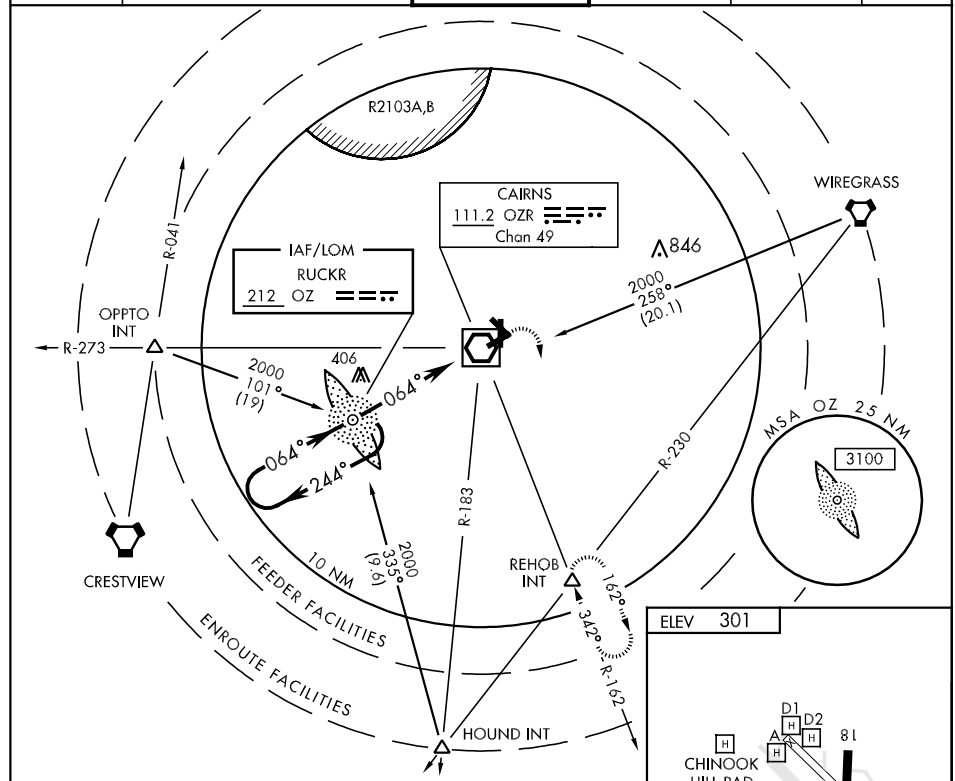


MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT (OZR 9 DME) and hold; or when directed by ATC, climb to 800 then climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS 111.2 316.15	CAIRNS APP CON 021°-120° 125.4 327.125 121°-219° 133.75 270.35 220°-340° 133.45 239.4 341°-020° 121.1 319.25	CAIRNS TOWER ✦ 135.2 (CTAF) 248.55	GND CON 121.9 288.25	CLNC DEL 118.075 380.1	PAR
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NDB OZR 212		APCH CRS 064°		Rwy Idg 4546 TDZE 298 Arpt Elev 301	AL-577 [USA]		CAIRNS AAF (KOZR)	
▼ Visibility reduction by helicopters NA. * When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1 1/4 miles.				MALS R 	MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).			
CAIRNS APP CON ATIS 111.2 316.15		021°-120° 125.4 327.125 121°-219° 133.75 270.35 220°-340° 133.45 239.4 341°-020° 121.1 319.25		CAIRNS TOWER ★ 135.2 (CTAF) 248.55		GND CON 121.9 288.25	CLNC DEL 118.075 380.1	PAR



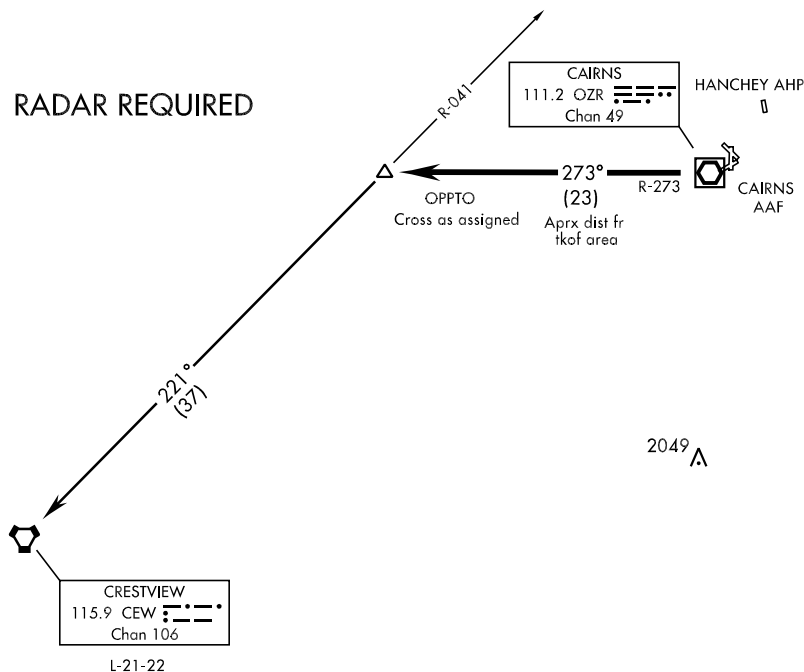
OPPTO-TWO DEPARTURE (OPPTO2•OPPTO)

CAIRNS AAF (OZR)
FORT RUCKER, ALABAMA

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.45 239.4
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climbing left turn heading 270°

TAKE-OFF RWY 18: Climbing right turn heading 205°

TAKE-OFF RWY 24: Climbing right turn heading 300°

TAKE-OFF RWY 36: Climbing left turn heading 270°

TAKE-OFF PAD A: Climb heading 310°

TAKE-OFF PAD D2: Climb heading 360°

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

Expect Radar vector to intercept OZR VOR/DME R-273 to OPPTO INT. Thence via Transition.

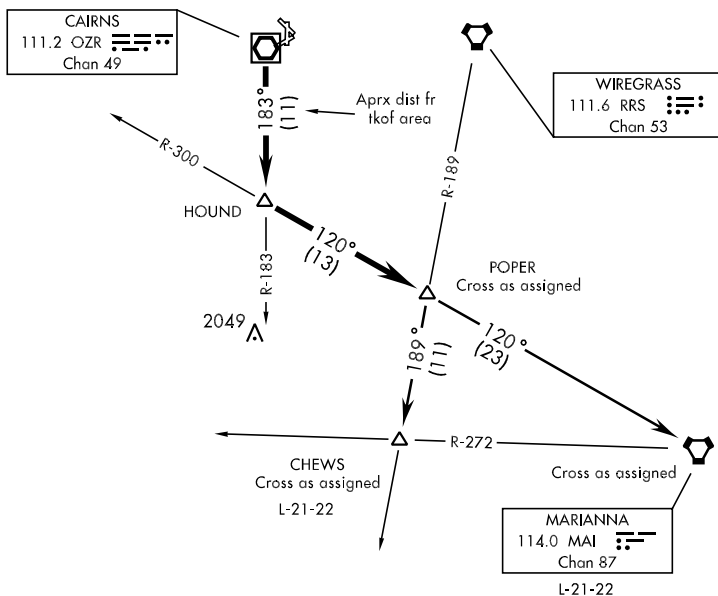
CRESTVIEW TRANSITION: (OPPTO2 • CEW) Turn left via CEW R-041 to CEW VORTAC.

POPER-ONE DEPARTURE (POPER1•POPER)

CAIRNS VOR (R-300)
FORT RUCKER, ALABAMA

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.75 270.35
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205°

TAKE-OFF RWY 24: Climbing left turn heading 120°

TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205°

.... to intercept OZR VOR/DME R-183 to HOUND INT, and via MAI VORTAC R-300 to POPER INT. Thence via assigned Transition. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

CHEWS TRANSITION: (POPER 1•CHEWS) Proceed via RRS VORTAC R-189 to CHEWS INT.

MARIANNA TRANSITION: (POPER 1•MAI) Proceed via MAI R-300 to MAI VORTAC.

APCH CRS **064°** Rwy Idg **4546**
TDZE **298**
Arpt Elev **301**

AL-577 [USA]

CAIRNS AAF (KOZR)

▼ Visibility reduction by helicopters NA.

* When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.

MALSR



MISSED APPROACH: Climbing right turn to 2000
direct REHOB and hold.

ATIS
111.2
316.15

CAIRNS APP CON

021°-120° **125.4 327.125**
121°-219° **133.75 270.35**
220°-340° **133.45 239.4**
341°-020° **121.1 319.25**

CAIRNS TOWER ★
135.2 (CTAF)
248.55

GND CON
121.9
288.25

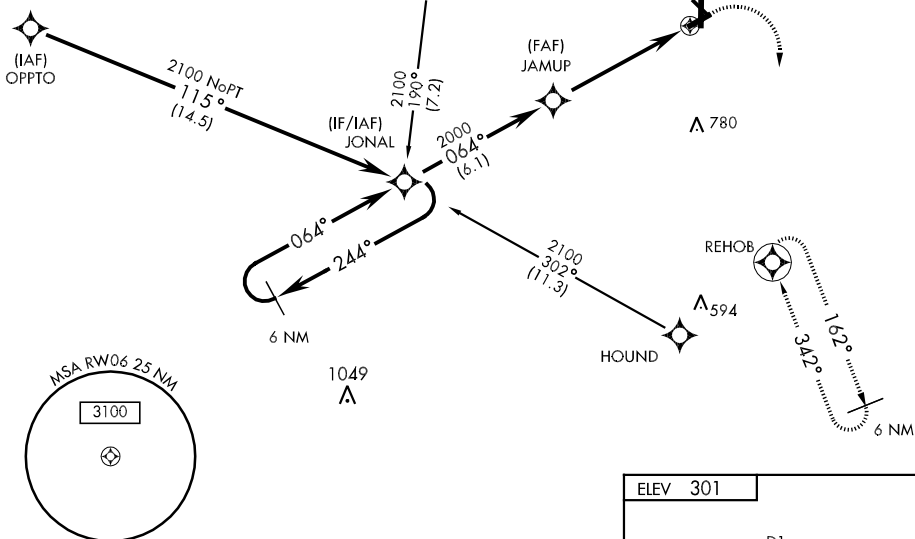
CLNC DEL
118.075
380.1

PAR

DME/DME RNP-0.3 NA.

R-2103A,B

ENTERPRISE
116.6 EDN



JONAL

← 244°
064° →

2100

JAMUP

2000

1.1 NM
to RW06

5.6 NM

2000

REHOB

2.77°
TCH 57

CATEGORY

A

B

C

D

LNAV MDA *

700/40

402

(500-34)

CIRCLING

740-1

780-1

800-1½

860-2

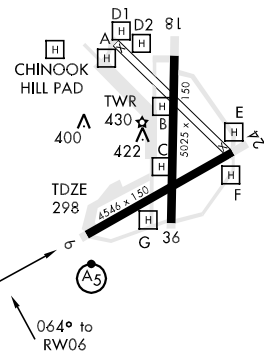
439 (500-1)

479 (500-1)

499 (500-1½)

559 (600-2)

ELEV 301



HIRL Rwy 6-24
MIRL Rwy 18-36

WAAS CH 63110 W36A	APCH CRS 004°	Rwy Idg 5025 TDZE 298 Arpt Elev 301
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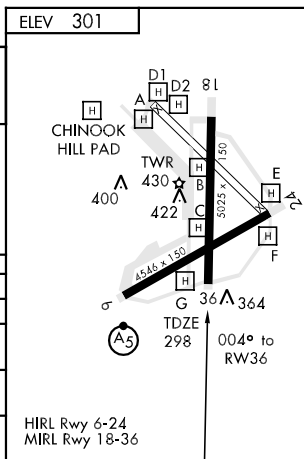
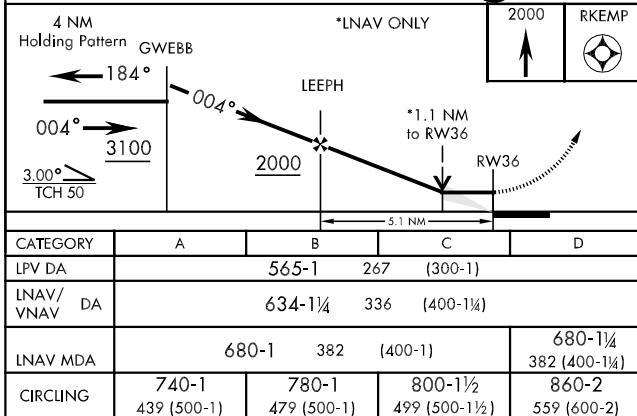
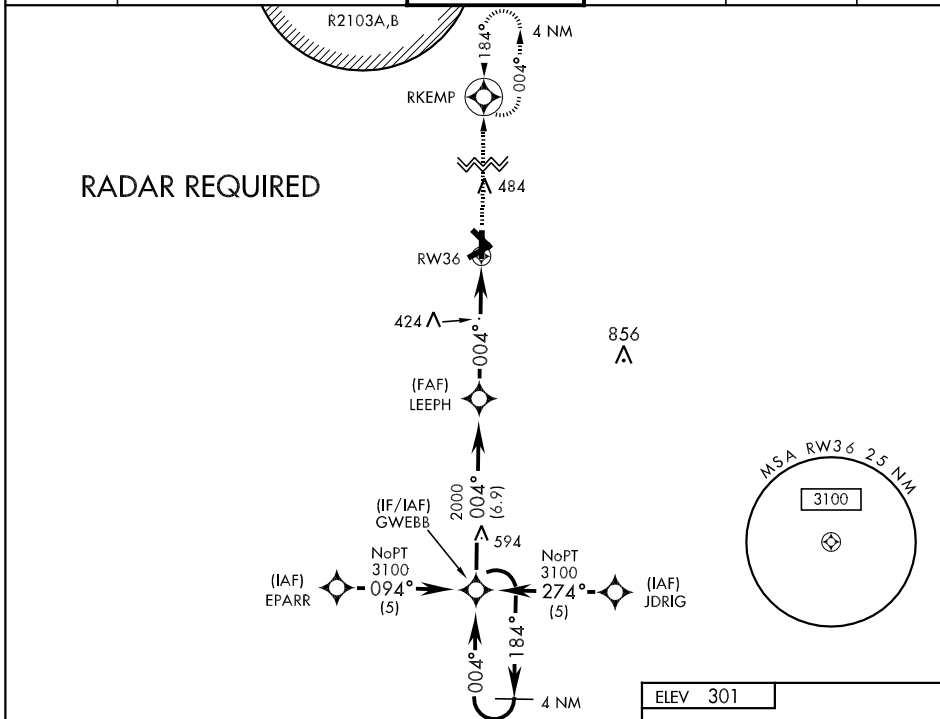
AL-577 [USA]

CAIRNS AAF (KOZR)

T DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA
below -15C (5F) or above 48C (118F).

MISSED APPROACH: Climb to 2000 direct RKEMP and hold.

	CAIRNS APP CON		CAIRNS TOWER ★ 135.2 (CTAF) 248.55	GND CON	CLNC DEL	PAR
ATIS	021°-120°	125.4 327.125		121.9	118.075	
111.2	121°-219°	133.75 270.35				
316.15	220°-340°	133.45 239.4		288.25	380.1	
	341°-020°	121.1 319.25				



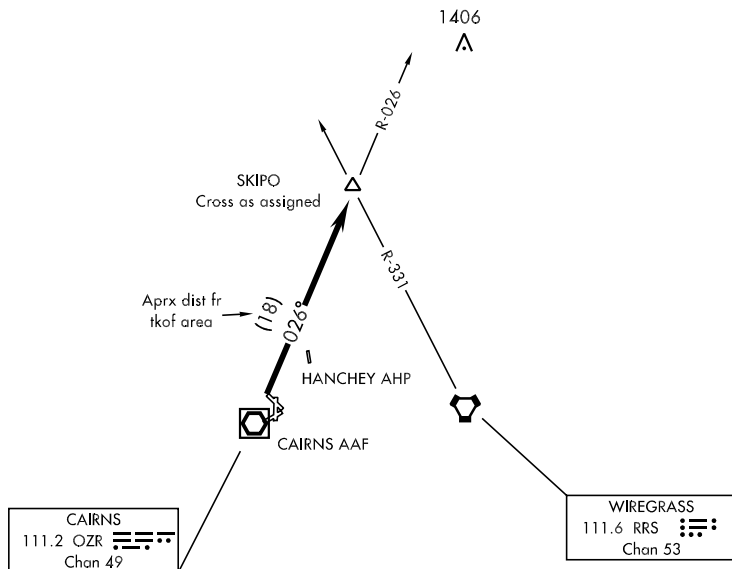
SKIPO-TWO DEPARTURE (SKIPO2•SKIPO)

CAIRNS AAF (OZR)
FORT RUCKER, ALABAMA

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
125.4 327.125
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 360°

TAKE-OFF RWY 24: Climbing right turn heading 050°

TAKE-OFF RWY 36: Climb heading 360°

TAKE-OFF PAD D1: Climb heading 015°

TAKE-OFF PAD D2: Climb heading 360°

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

.... Intercept OZR VOR/DME R-026 to SKIPO INT.

VOR/DME OZR 111.2 Chan 49	APCH CRS 056°	Rwy Idg 4546 TDZE 298 Arpt Elev 301
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AL-577 [USA]

CAIRNS AAF (KOZR)

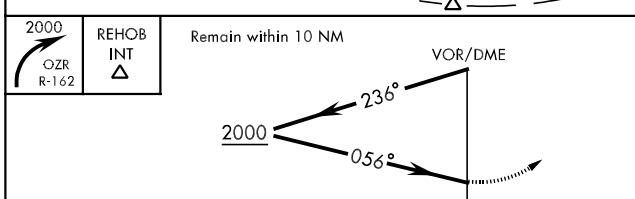
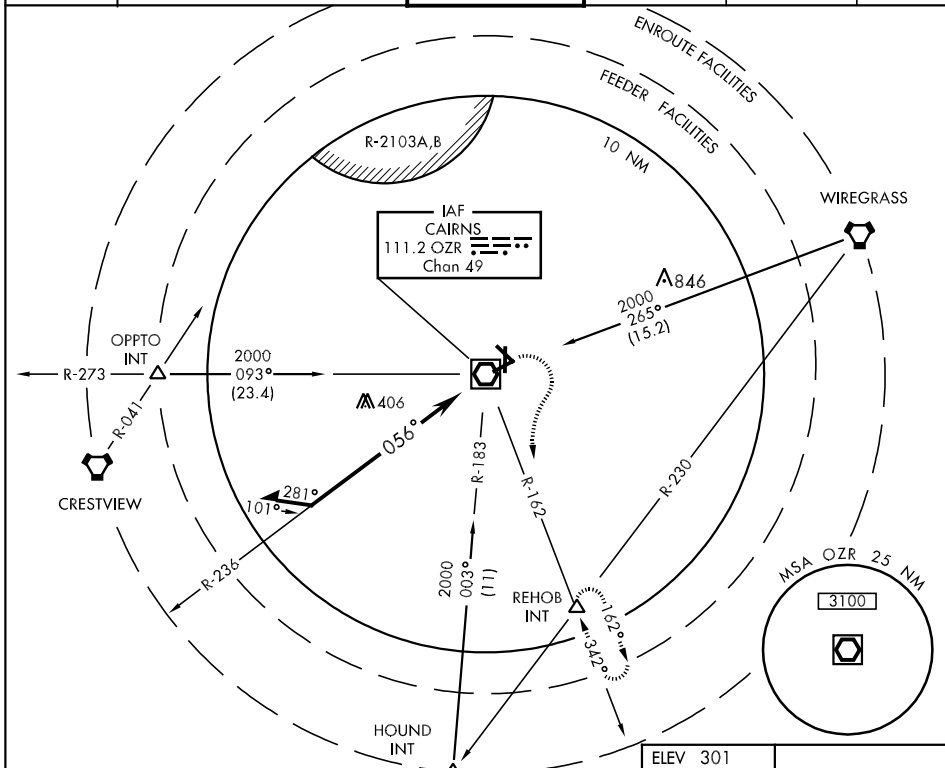
▼ Visibility reduction by helicopters NA.

* When ALS inop, increase CAT AB RVR to 5000, vis to 1 mile, CAT CD RVR to 6000 and vis to 1 1/4 miles.

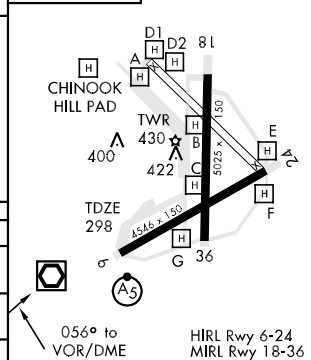


MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS 111.2 316.15	CAIRNS APP CON 021°-120° 125.4 327.125 121°-219° 133.75 270.35 220°-340° 133.45 239.4 341°-020° 121.1 319.25	CAIRNS TOWER ★ 135.2 (CTAF) 248.55	GND CON 121.9 288.25	CLNC DEL 118.075 380.1	PAR
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CATEGORY	A	B	C	D
S-6 *		720/40	422 (500-34)	
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1 1/2 499 (500-1 1/2)	860-2 559 (600-2)
S-PAR 6		548/50	250 (300-1)	GS 2.7°



VOR/DME QZR
111.2
Chan **49**

APCH CRS
246°

Rwy Idg	4546
TDZE	298
Arpt Elev	301

AL-577 [USA]

CAIRNS AAF (KOZR)



MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climb to 700 then climbing right turn heading 290° to 2000 within 10 NM (RADAR required).

ATIS
111.2
316.15

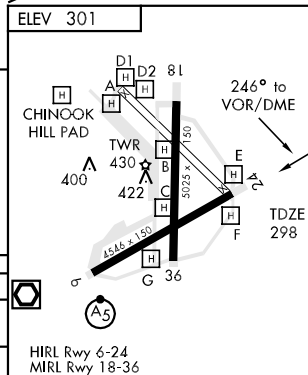
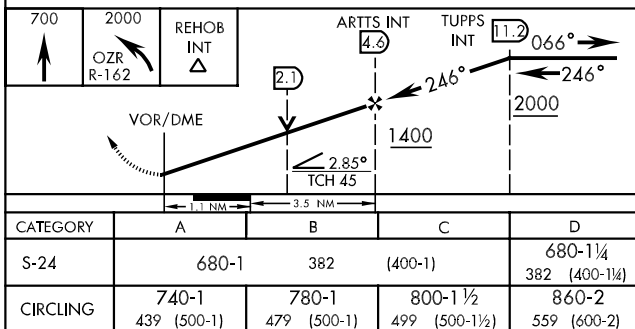
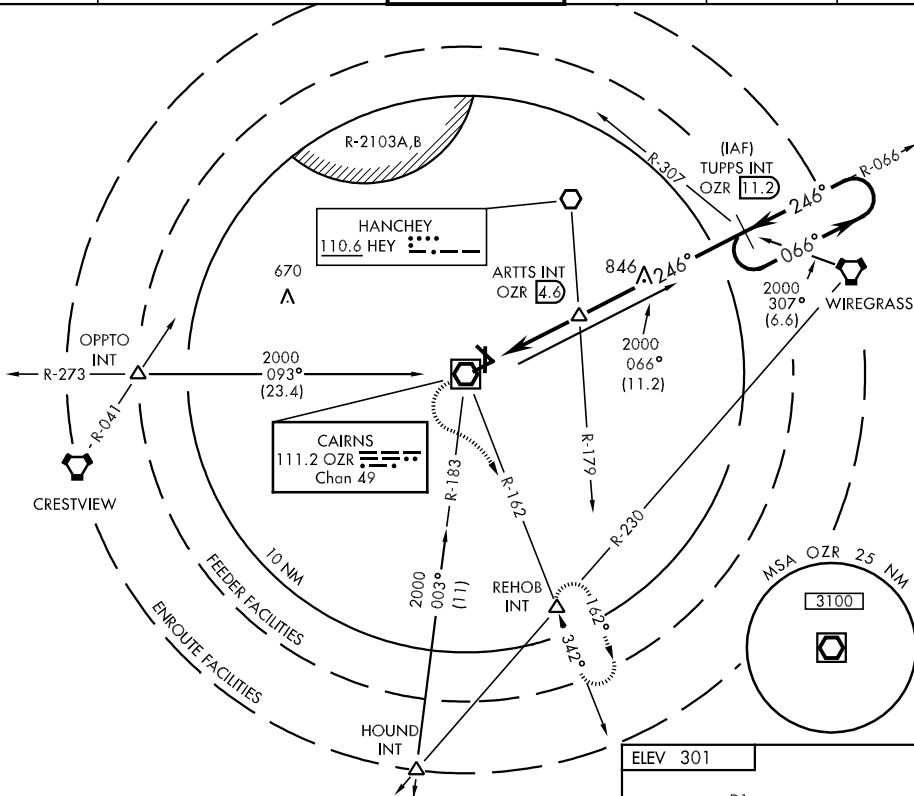
	CAIRNS	APP	CON
021°-120°	125.4	327.125	
121°-219°	133.75	270.35	
220°-340°	133.45	239.4	
341°-020°	121.1	319.25	

CAIRNS TOWER ★
135.2 (CTAF)
248.55

GND CON
121.9
288.25

CLNC DEL
118.075
380.1

PAR



FORT RUCKER, ALABAMA

31° 16'N-85° 43'W

CAIRNS AAF (KOZR)

Amdt 12 09071

VORNAME

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 65706 W06A	APP CRS 061°	Rwy Idg TDZE Apt Elev	6802 569 569
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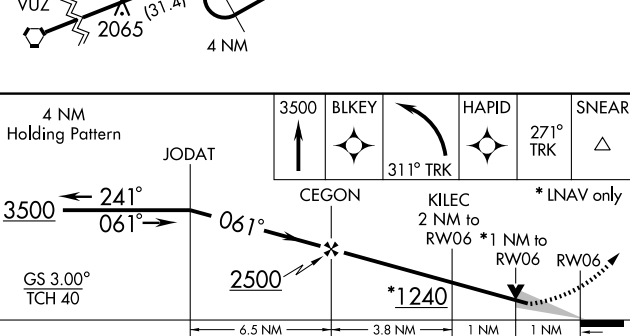
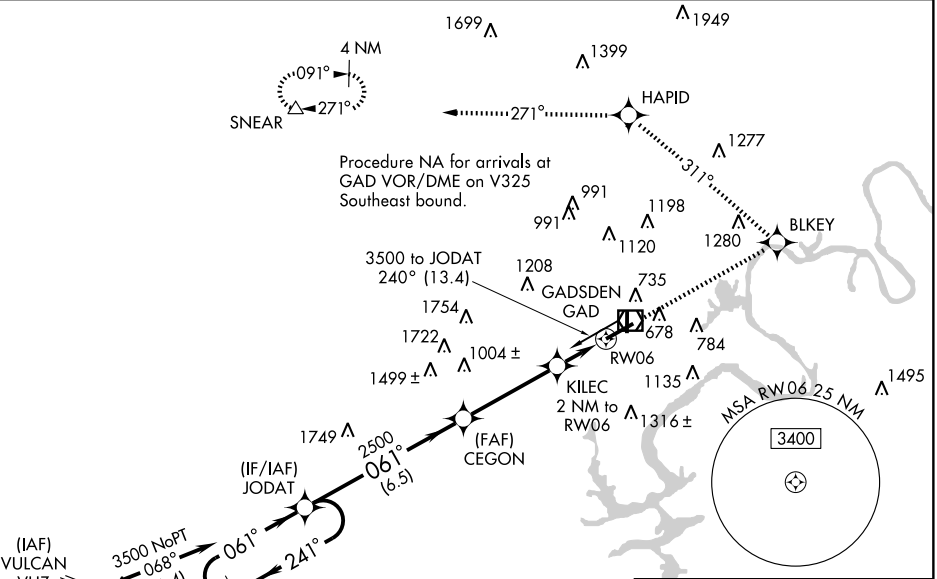
RNAV (GPS) RWY 6

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

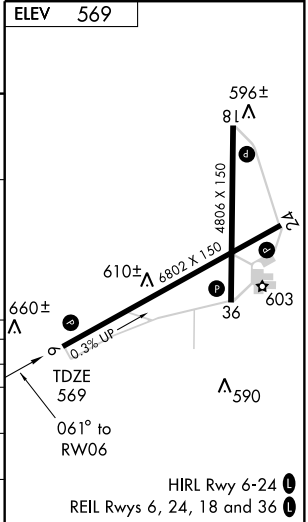
▼ Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 941, LNAV/VNAV DA to 996 and all MDAs 80 feet; increase LPV and LNAV/VNAV visibility ¼ all Cats, LNAV Cat. C & D visibility ¼ , and Circling Cat. C visibility ¼ . VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 3500 direct BLKEY and left turn via 311° track to HAPID and 271° track to SNEAR and hold.

AWOS-3 127.825	BIRMINGHAM APP CON 120.05 257.7	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	875-1		306 (400-1)	
LNAV/ VNAV DA	930-1¼		361 (400-1¼)	
LNAV MDA	940-1		371 (400-1)	
CIRCLING	1100-1		1100-1½	



SE-4: 22 OCT 2009 to 19 NOV 2009

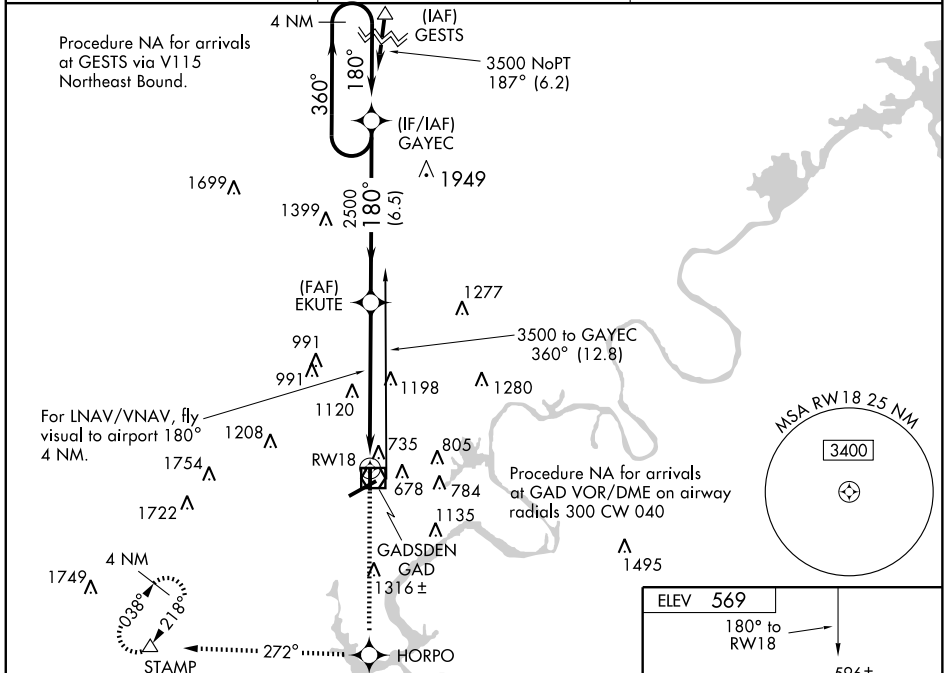
WAAS CH 90500 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	4806 553 569
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RNAV (GPS) RWY 18

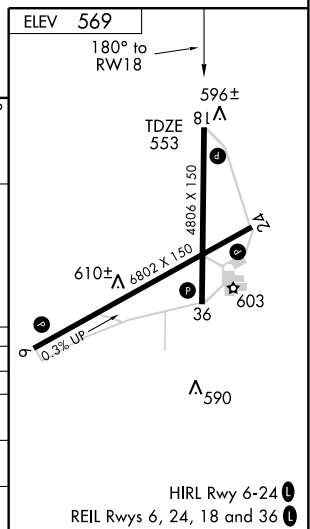
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

<p>Straight-in minimums NA at night. Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 1033, LNAV/VNAV DA to 1917, and all MDAs 80 feet; increase LPV visibility all Cats. ¼ mile, increase LNAV and Circling Cat. B & C visibility ½ mile.</p>	<p>MISSED APPROACH: Climb to 3600 direct HORPO and right turn via 272° track to STAMP and hold, continue climb-in-hold to 3600.</p>
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AWOS-3 127.825	BIRMINGHAM APP CON 120.05 257.7	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern	VGSI and RNAV glidepath not coincident. GAYEC	3600	HORPO	STAMP
3500	360°	180°	780°	2500
GS 3.00° TCH 40				
	6.5 NM	5.9 NM		
CATEGORY	A	B	C	D
LPV DA	967-1½ 414 (400-1½)			
LNAV/VNAV DA	1851-2	1298 (1300-2)	1851-3	1298 (1300-3)
LNAV MDA	1500-1¼	947 (1000-1¼)	1500-2¾	947 (1000-3)
			947 (1000-2¾)	
CIRCLING	1500-1¼	931 (1000-1¼)	1500-2¾	1500-3
			931 (1000-2¾)	931 (1000-3)



WAAS CH 65905 W24A	APP CRS 241°	Rwy Idg TDZE 560 Apt Elev 569
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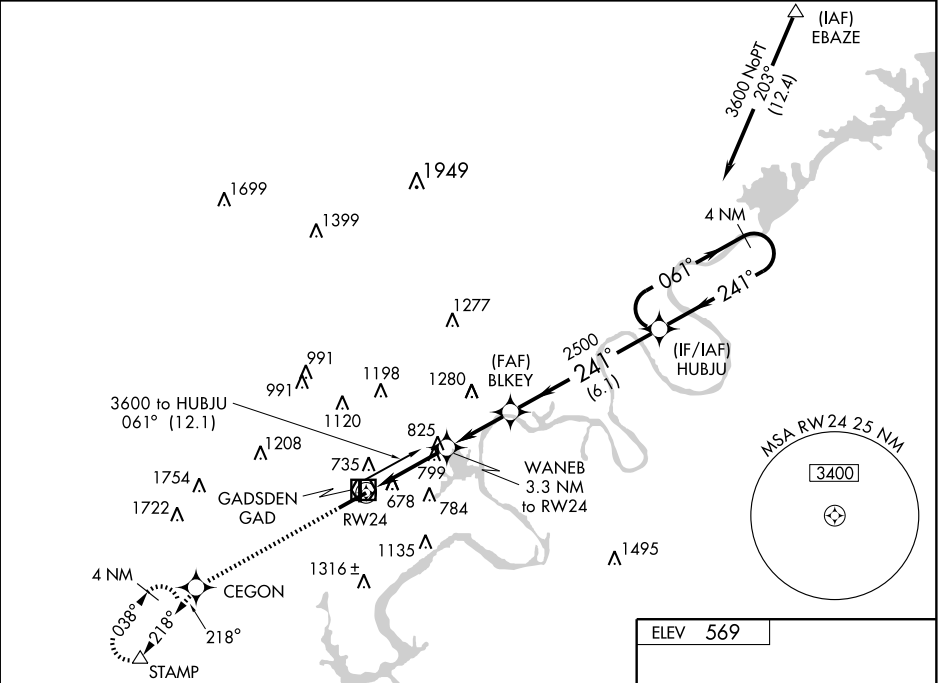
RNAV (GPS) RWY 24

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

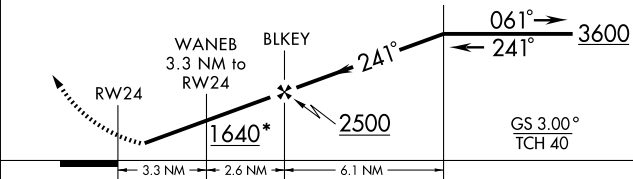
▼ Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 918, LNAV/VNAV DA to 1145, and all MDAs 80 feet; increase LPV all Cats, LNAV Cat. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct CEGON and via 218° track to STAMP and hold, continue climb-in-hold to 3600.

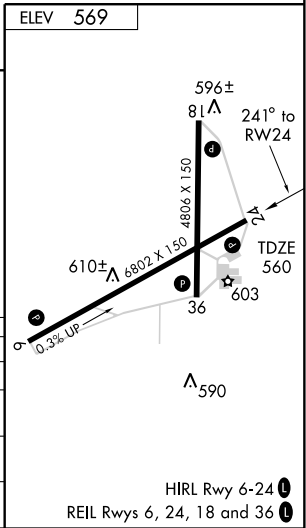
AWOS-3 127.825	BIRMINGHAM APP CON 120.05 257.7	UNICOM 122.8 (CTAF) 1
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3600 ↑	CEGON ✧	TRK 218°	STAMP △	*LNAV only. *1720 when using Anniston altimeter setting.	4 NM Holding Pattern
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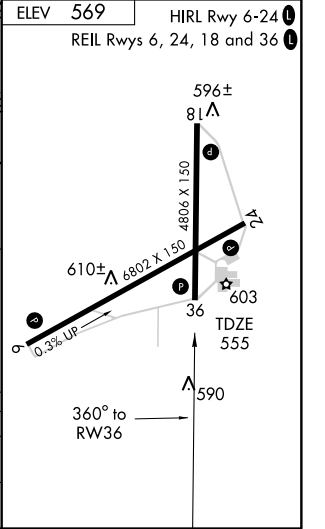
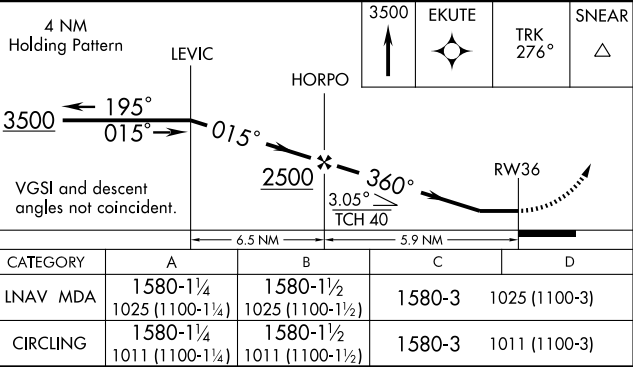
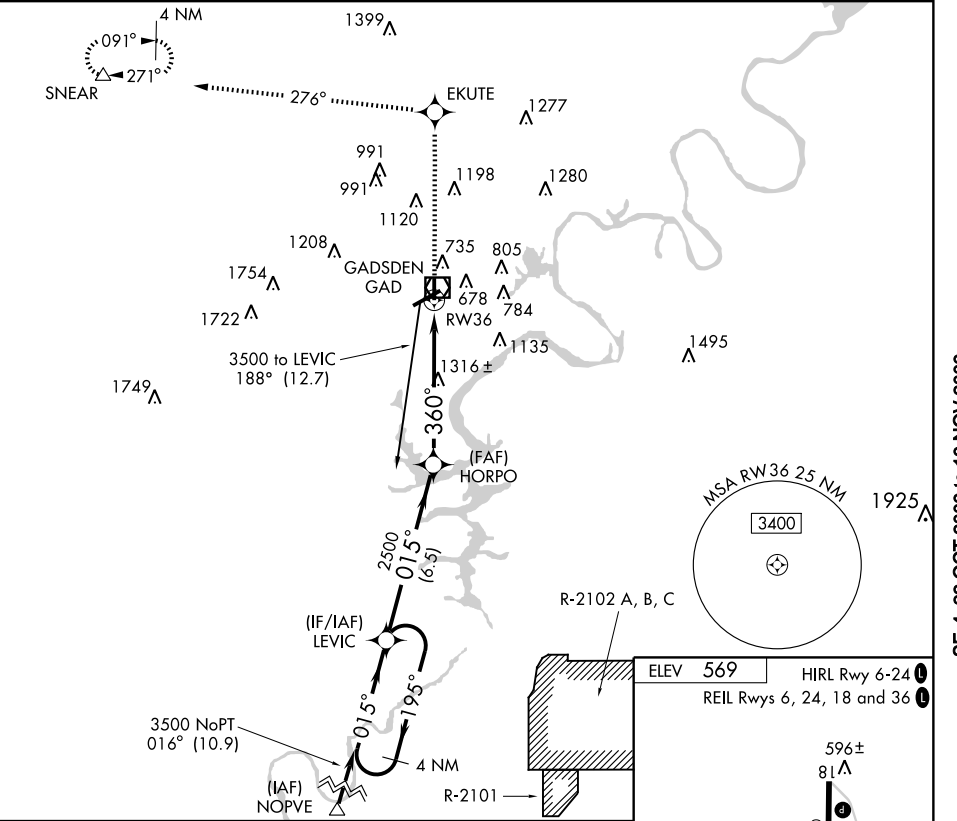
CATEGORY	A	B	C	D
LPV DA	852-1 292 (300-1)			
LNAV/VNAV DA	1079-2 519 (600-2)			
LNAV MDA	1060-1 500 (500-1)	1060-1¼ 500 (500-1¼)	1060-1½ 500 (500-1½)	
CIRCLING	1100-1 531 (600-1)	1100-1½ 531 (600-1½)	1120-2 551 (600-2)	



▼ Straight-in minimums NA at night. Circling to Rwy 18/36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet.

▲ MISSED APPROACH: Climb to 3500 direct EKUTE and via 276° track to SNEAR and hold.

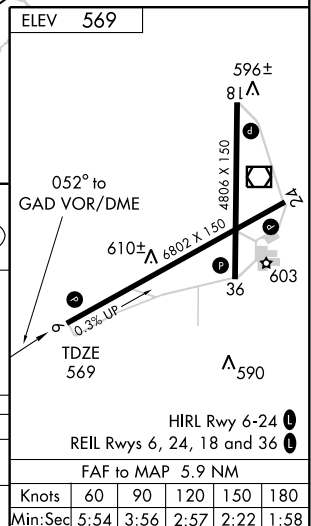
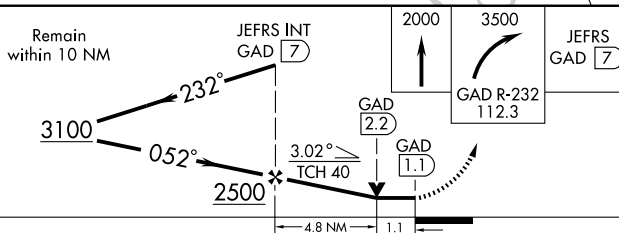
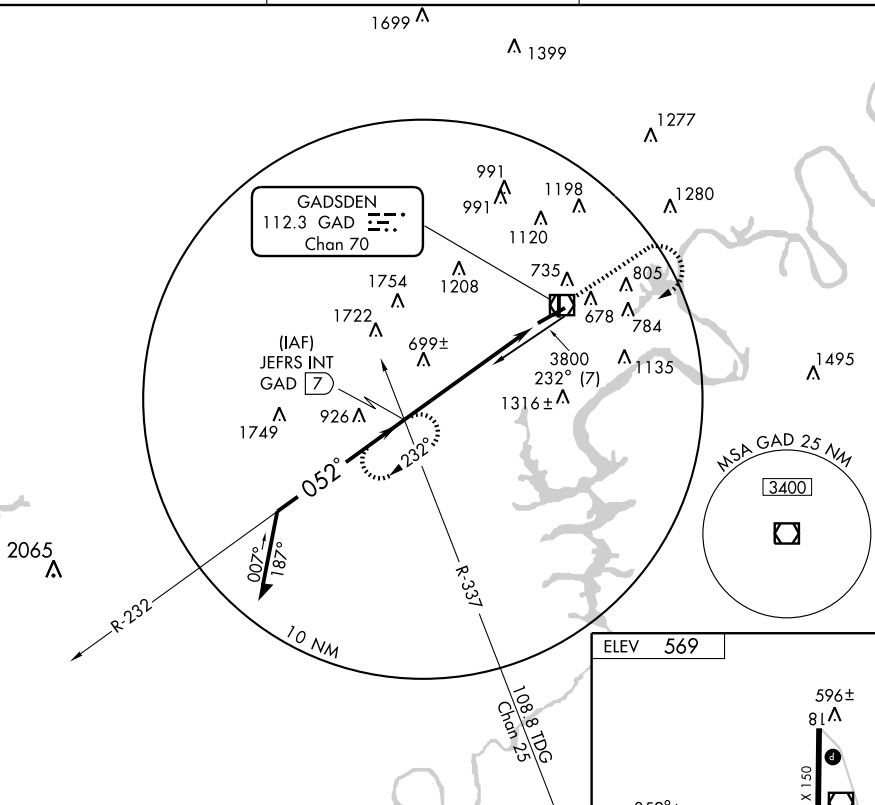
AWOS-3 127.825	BIRMINGHAM APP CON 120.05 257.7	UNICOM 122.8 (CTAF) 0
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GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 via GAD VOR/DME R-232 to JEFRS Int/7 DME and hold, continue climb-in-hold to 3500.

UNICOM
122.8 (CTAF) **L**



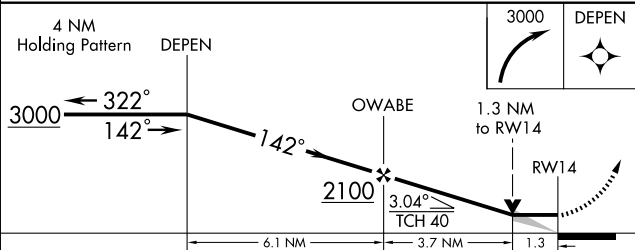
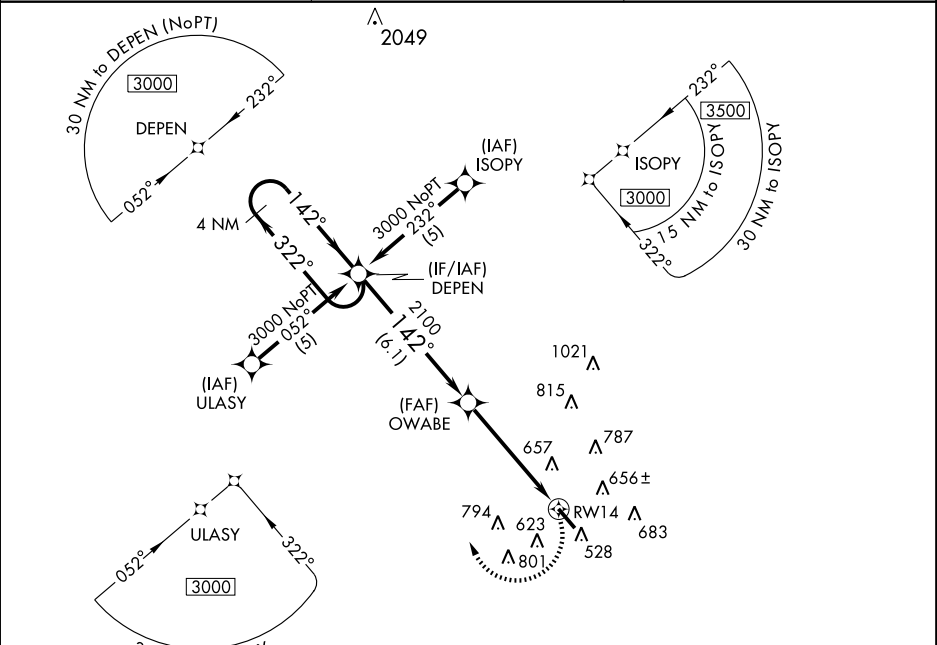
APP CRS	Rwy Idg	5200
142°	TDZE	451
	Apt Elev	451

RNAV (GPS) RWY 14

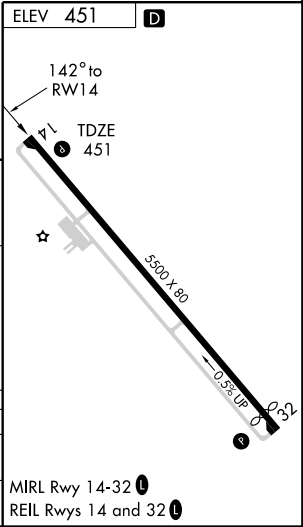
GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)

<div><div></div><div></div></div> <div>DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climbing right turn to 3000 direct DEPEN and hold.
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ASOS 120.0	ATLANTA CENTER 120.55 270.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
RNAV MDA	900-1 449 (500-1)	960-1 509 (600-1)	900-1½ 449 (500-1½) 960-1½ 509 (600-1½)	900-1½ 449 (500-1½) 1140-2½ 689 (700-2½)
CIRCLING	900-1 449 (500-1)	960-1 509 (600-1)	900-1½ 449 (500-1½) 960-1½ 509 (600-1½)	900-1½ 449 (500-1½) 1140-2½ 689 (700-2½)



MIRL Rwy 14-32 0
REIL Rwy 14 and 32 0


APP CRS
322°

Rwy Idg
TDZE
Apt Elev

5200
443
451

RNAV (GPS) RWY 32

GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)

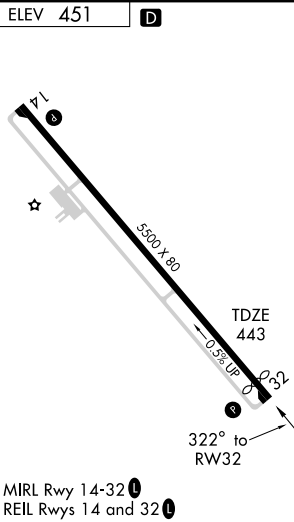
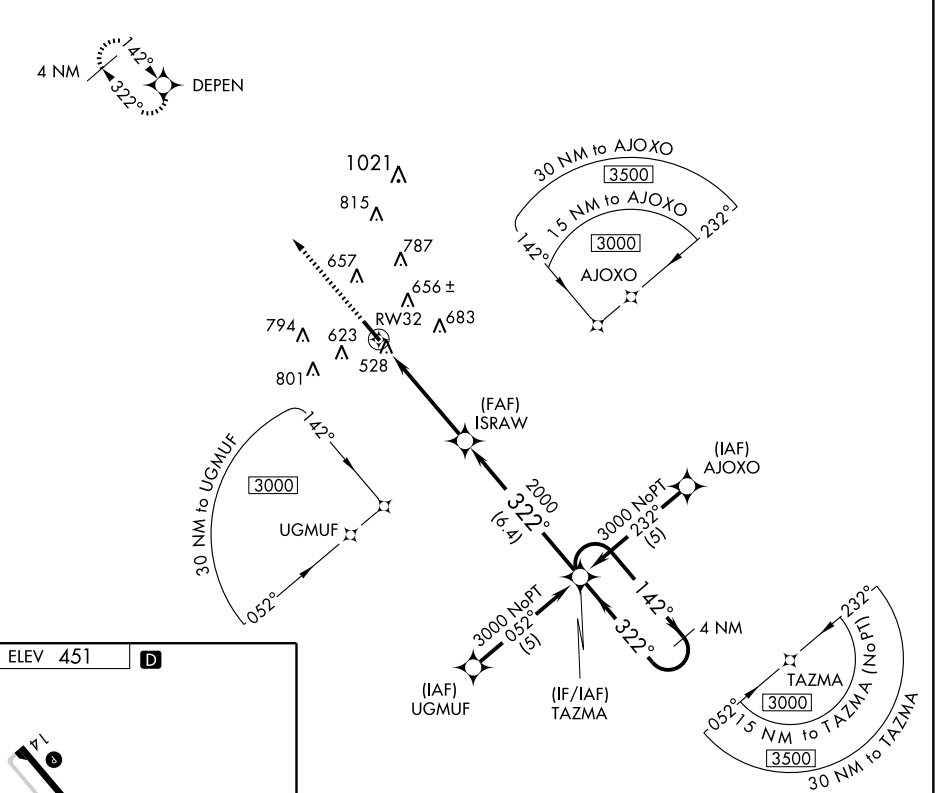
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DEPN and hold.

ASOS
120.0

ATLANTA CENTER
120.55 270.25

UNICOM
122.8 (CTAF) 0



	3000	DEPN					
	1 NM to RW32	ISRAW	TAZMA	4 NM Holding Pattern			
	RW32	3.04° TCH 40	2000	322°	142°	3000	
	1 NM	3.8 NM	6.4 NM				
CATEGORY	A	B	C	D			
LNNAV MDA	780-1 337 (400-1)						
CIRCLING	840-1 389 (400-1)	960-1 509 (600-1)	960-1½ 509 (600-1½)	1140-2¼ 689 (700-2¼)			

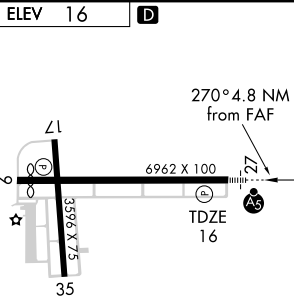
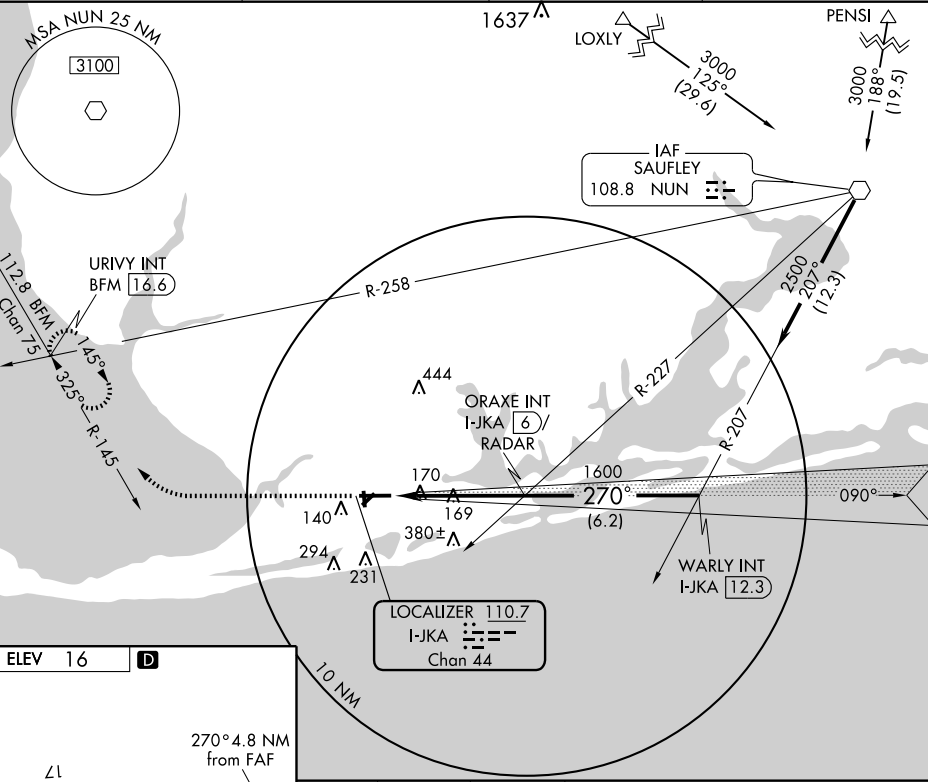
SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-JKA	APP CRS	Rwy Idg	6500
110.7	270°	TDZE	16
Chan 44		Apt Elev	16

MALSRL

MISSED APPROACH: Climb to 2000 via 270° heading and BFM VORTAC R-145 to URIVY Int/BFM 16.6 DME and hold.

AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	120.05 376.8	124.55	122.7 (CTAF) 0



MIRL Rwy 17-35

HIRL Rwy 9-27 0

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

2000	BFM R-145	URIVY INT	ORAXE INT	WARLY
Hdg 270°	112.8	BFM 16.6	I-JKA 6	I-JKA 12.3
			RADAR	
	I-JKA 1.3		1600	2500
			270°	
			1600	
	4.8 NM	6.2 NM		
CATEGORY	A	B	C	D
S-ILS 27 DH	216-1/2 200 (200-1/2)			
S-LOC 27 MDA	540-1/2	524 (600-1/2)	540-1	540-1 1/4
			524 (600-1)	524 (600-1 1/4)
CIRCLING	540-1	524 (600-1)	540-1 1/2	580-2
			524 (600-1 1/2)	564 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

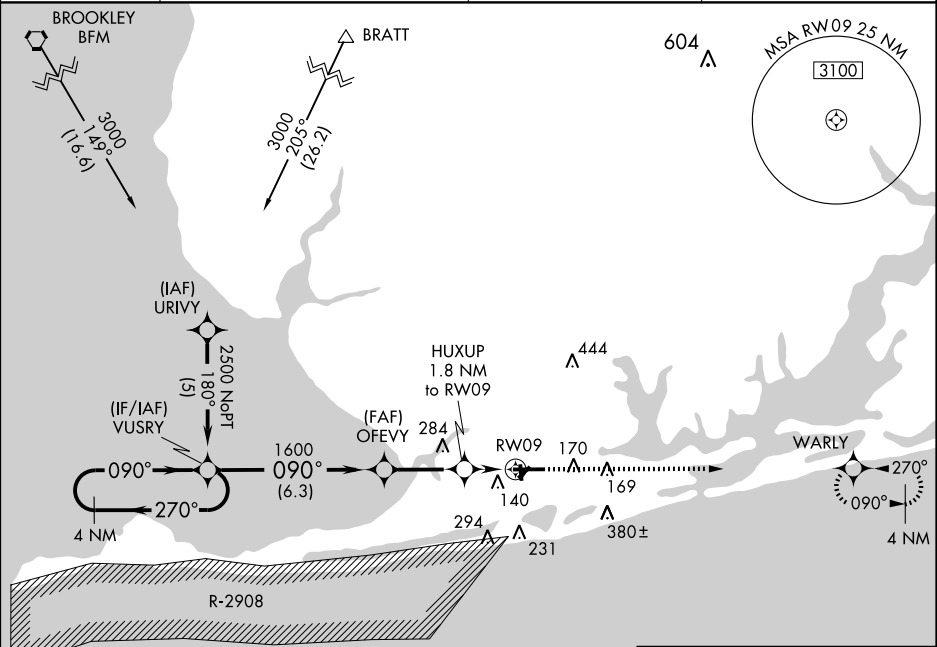
WAAS	APP CRS	Rwy Idg	6500
CH 86503	090°	TDZE	16
W09A		Apt Elev	17

RNAV (GPS) RWY 9
GULF SHORES/JACK EDWARDS (JKA)

▼ If local altimeter setting not received, use Pensacola Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Pensacola Rgnl, FL altimeter setting.

MISSED APPROACH:
Climb to 2000 direct WARLY and hold.

AWOS-3 134.525	PENSACOLA APP CON 120.05 376.8	CLNC DEL 124.55	UNICOM 122.7 (CTAF) 1
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ELEV 17 **D**

4 NM Holding Pattern

VUSRY

2500

270°

090°

GS 3.00°

TCH 50

1600

640

OFEVY

HUXUP 1.8 NM to RW09

*1.2 NM to RW09

*LNAV Only

RW09

2000

WARLY

090° to RW09

TDZE 16

6962 X 100

3596 X 75

35

AS

CATEGORY	A	B	C	D
LPV DA	354-1¼ 338 (400-1¼)			
LNAV/VNAV DA	476-1½ 460 (500-1½)			
LNAV MDA	440-1	424 (500-1)	440-1¼	424 (500-1¼)
CIRCLING	480-1	463 (500-1)	480-1½	580-2
			463 (500-½)	563 (600-2)

MIRL Rwy 17-35

HIRL Rwy 9-27 **1**

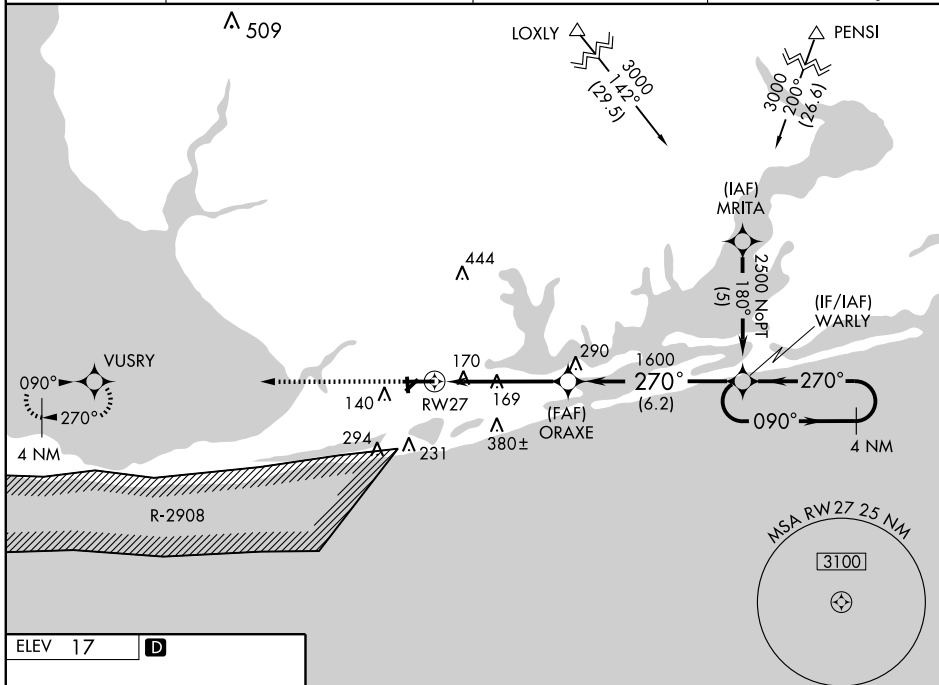
WAAS	APP CRS	Rwy Idg	6500
CH 99503	270°	TDZE	17
W27A		Apt Elev	17

RNAV (GPS) RWY 27

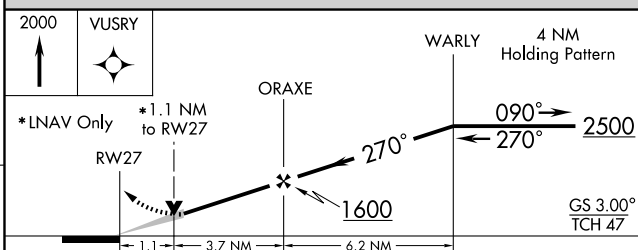
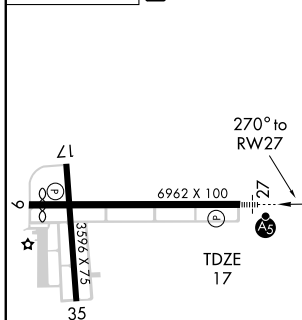
GULF SHORES/JACK EDWARDS (JKA)

<p>▲ If local altimeter setting not received, use Pensacola Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Pensacola Rgnl, FL altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALS, increase LPV all Cats visibility to 1½ and LNAV Cat D visibility to 1¼.</p>	<p>MALS</p> <p>▲</p> <p>MISSED APPROACH: Climb to 2000 direct VUSRY and hold.</p>
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AWOS-3 134.525	PENSACOLA APP CON 120.05 376.8	CLNC DEL 124.55	UNICOM 122.7 (CTAF) 0
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ELEV 17	D
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CATEGORY	A	B	C	D
LPV DA	448-1	431 (500-1)		
LNAV/VNAV DA	480-1¼	463 (500-1¼)		
LNAV MDA	420-½ 403 (500-½)	420-¾ 403 (500-¾)	420-1 403 (500-1)	
CIRCLING	480-1 463 (500-1)	480-½ 463 (500-½)	580-2 563 (600-2)	

AL-6827 (FAA)

VORTAC BFM 112.8 Chan 75	APP CRS 130°	Rwy Idg TDZE Apt Elev	N/A N/A 16
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VOR-A
GULF SHORES/JACK EDWARDS (JKA)

VOR-A

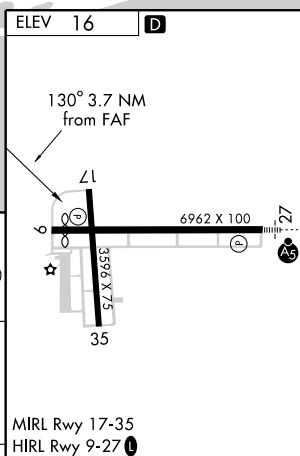
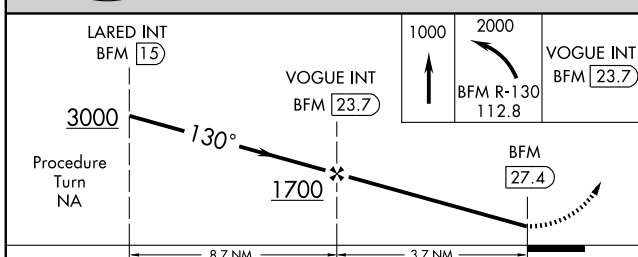
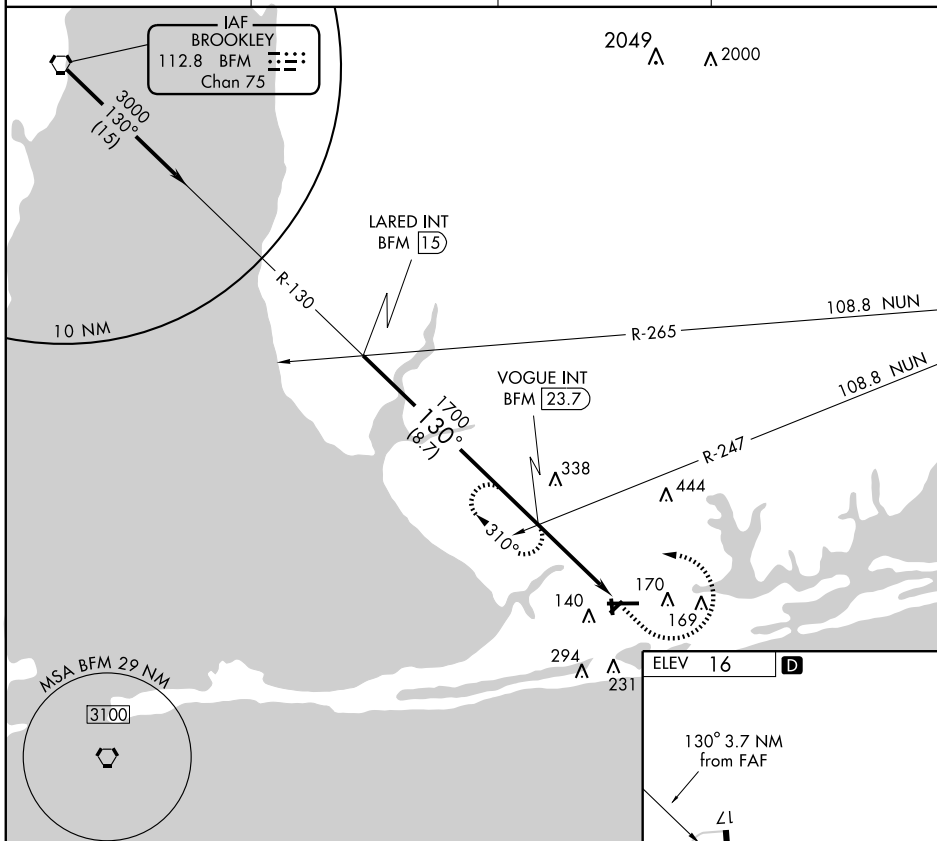


MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 via BFM R-130 to VOGUE Int/23.7 DME and hold.

AWOS-3
134,525

PENSACOLA APP CON
120.05 376.8

CLNC DEL
124.55

UNICOM
122.7 (CTAF) **L**

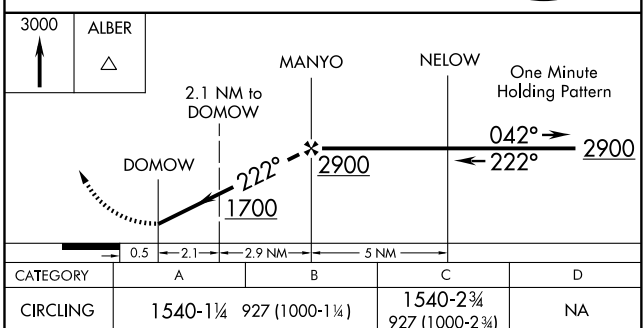
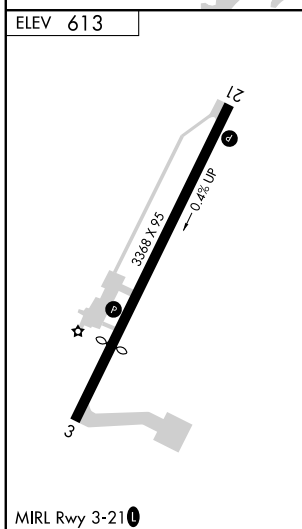
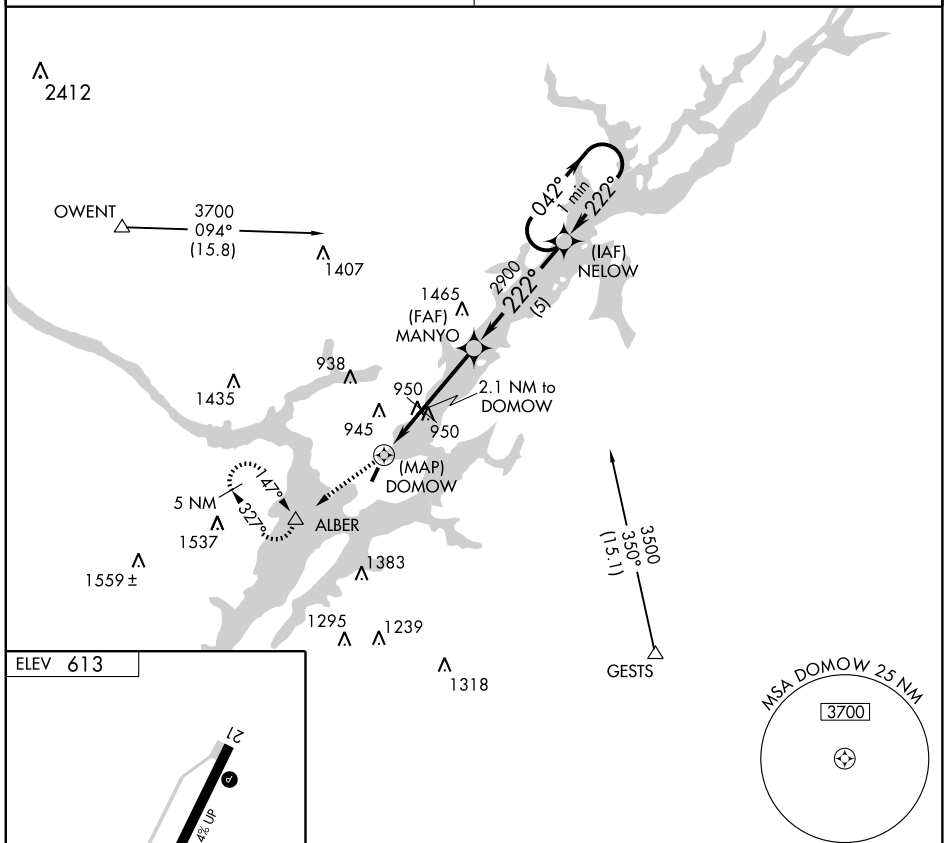
SE-4. 22 OCT 2009 to 19 NOV 2009

CATEGORY	A	B	C	D	FAF to MAP 3.7 NM					
CIRCLING	520-1	520-1¼	520-1½	580-2	Knots	60	90	120	150	180
	504 (600-1)	504 (600-1¼)	504 (600-1½)	564 (600-2)	Min:Sec	3:42	2:28	1:51	1:29	1:14

T Procedure not authorized at night.
A NA Use Huntsville Intl. altimeter setting.
 Circling not authorized southeast of Rwy 3 and 21.

HUNTSVILLE APP CON ★
125.6 354.1

UNICOM
122.8 (CTAF) **L**

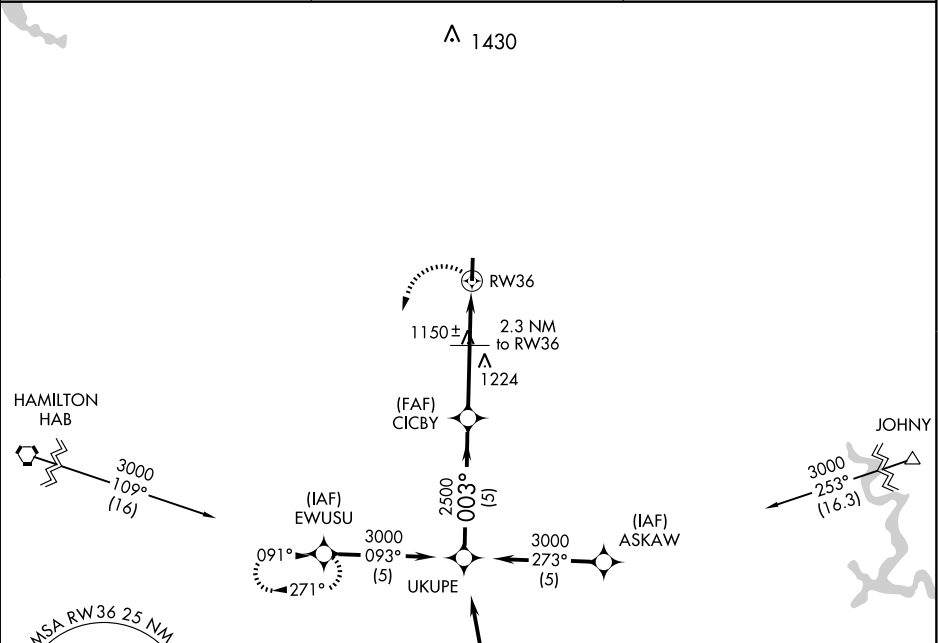


GPS RWY 36

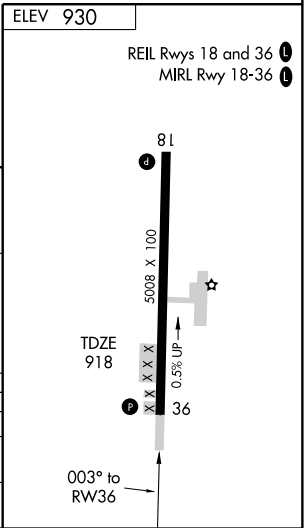
HALEYVILLE / POSEY FIELD (1M4)

APP CRS	Rwy Idg	5008
003°	TDZE	918
	Apt Elev	930

<div><div><div></div><div>NA</div></div><div>Use Muscle Shoals altimeter setting.</div></div>		MISSED APPROACH: Climbing left turn to 3000 direct EWUSU WP and hold.
ASOS 119.525	MEMPHIS CENTER 120.8 307.0	UNICOM 122.8 (CTAF) L



UKUPE				
3000				
003°				
CICBY				
2500				
2.3 NM to RW36				
RW36				
5 NM				
2.6 NM				
2.3 NM				
CATEGORY	A	B	C	D
S-36	1520-1	602 (600-1)	NA	
CIRCLING	1540-1	610 (700-1)	NA	



VORTAC HAB 110.4 Ch ^{an} 41	APP CRS 074°	Rwy Idg TDZE Apt Elev	N/A N/A 930
---	------------------------	-----------------------------	--

VOR/DME or GPS-A

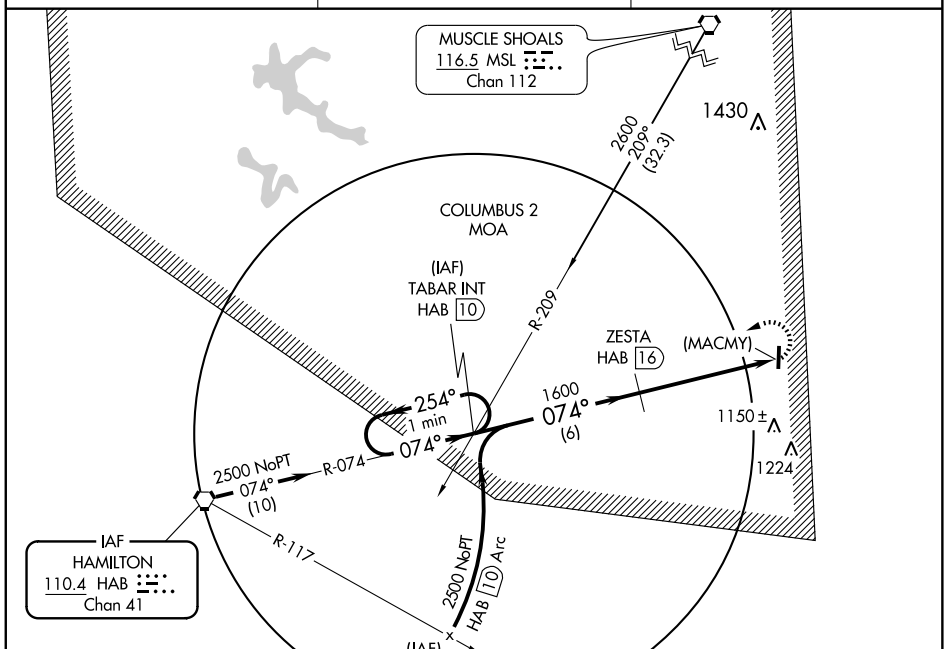
HALEYVILLE / POSEY FIELD (1M4)

T Use Muscle Shoals altimeter setting; when not received, use Huntsville altimeter setting and increase all MDAs 40 feet and visibility Cat. C and D ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 via HAB R-074 to TABAR Int/10 DME and hold.

ASOS
119.525

MEMPHIS CENTER
120.8 307.0

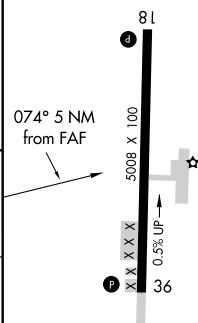
UNICOM
122.8 (CTAF) **L**

SE-4, 22 OCT 2009 to 19 NOV 2009

MSA HAB 25 NM

2600

ELEV 930



One Minute Holding Pattern

TABAR INT
HAB 10

2500

TABAR
INT

ZESTA
HAB 16

(MACMY)
HAB 21

A diagram of a rectangular plate with a horizontal crack. The crack is represented by a horizontal line with a vertical tick mark at its left end. The length of the crack is labeled as 6 NM.

5 NM

CATEGORY	A	B	C	D
CIRCLING	1520-1 595 (600-1)	1520-1¼ 595 (600-1¼)	1520-1½ 595 (600-1½)	1580-2 655 (700-2)

REIL Rwy 18 and 36 **L**
MIRL Rwy 18-36 **L**

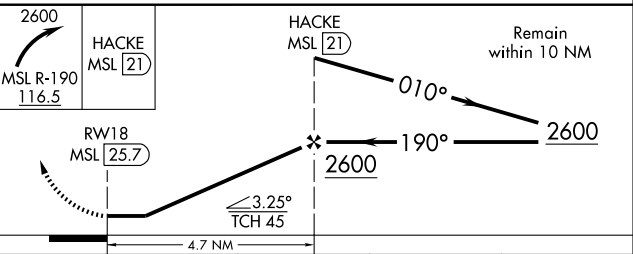
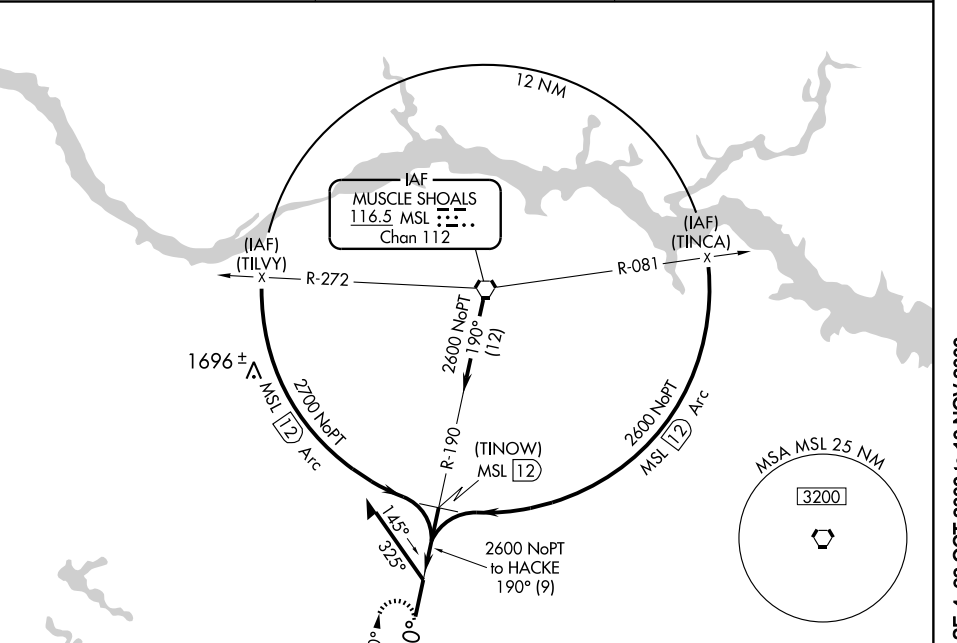
▼

NA

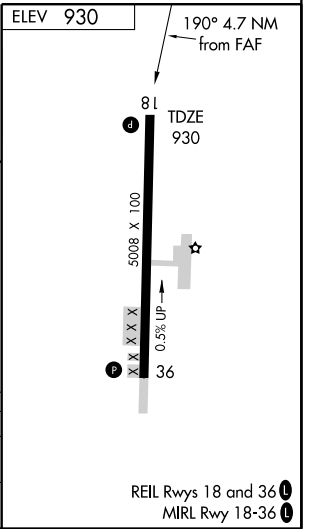
Use Muscle Shoals altimeter setting.

MISSED APPROACH: Climbing right turn to 2600
via MSL R-190 to HACKE MSL 21 DME and hold.

ASOS 119.525	MEMPHIS CENTER 120.8 307.0	UNICOM 122.8 (CTAF) L
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CATEGORY	A	B	C	D
S-18	1520-1 590 (600-1)	1520-1¼ 590 (600-1¼)	1520-1½ 590 (600-1½)	NA
CIRCLING	1540-1 610 (700-1)	1540-1¼ 610 (700-1¼)	1540-1¾ 610 (700-1¾)	NA



SE-4: 22 OCT 2009 to 19 NOV 2009

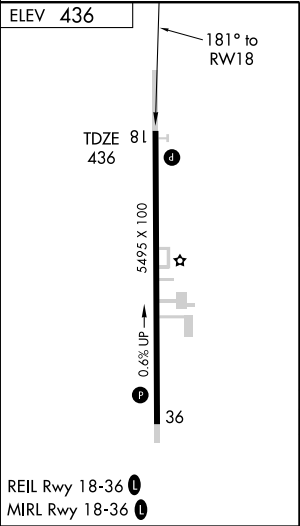
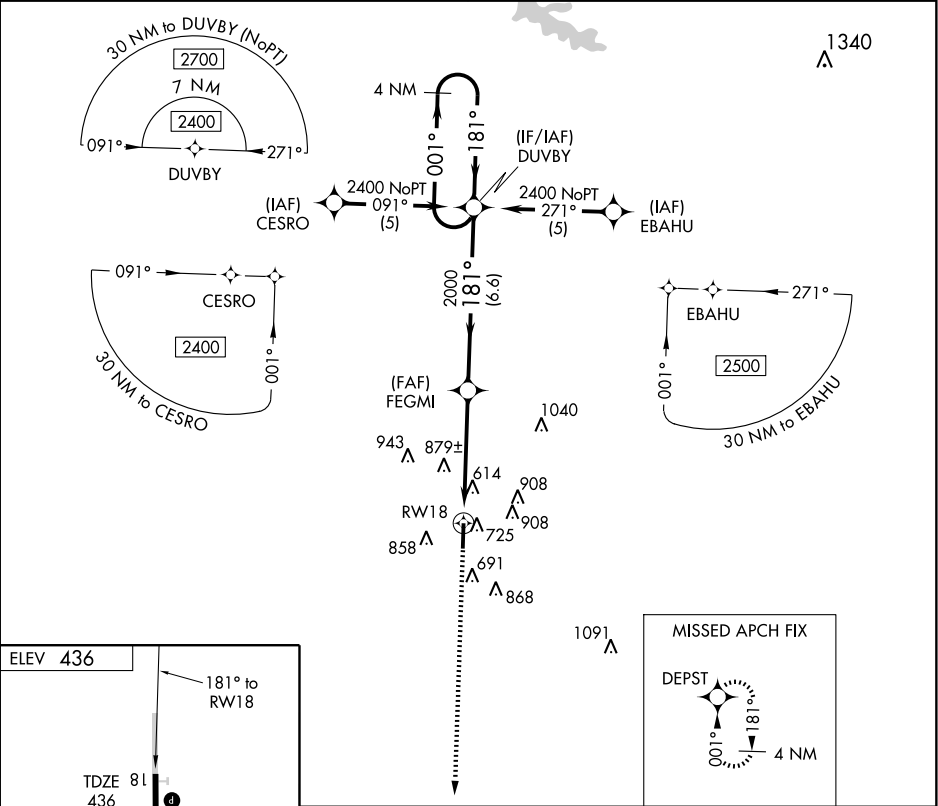
APP CRS	Rwy Idg	5495
181°	TDZE	436
	Apt Elev	436

RNAV (GPS) RWY 18

HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

<p>▼ NA</p>	<p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase all MDA 120 feet, increase LNAV MDA and circling Cats C, D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 2400 direct DEPST and hold.</p>
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<p>MEMPHIS CENTER 127.1 269.4</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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<p>4 NM Holding Pattern</p> <p>DUVBV</p> <p>2400 ← 001° 181° →</p> <p>FEGMI</p> <p>2000</p> <p>3.04° TCH 33</p> <p>6.6 NM 4.8 NM</p> <p>RWY 18</p>				<p>2400</p> <p>DEPST</p>
CATEGORY	A	B	C	D
LNAV MDA	1180-1 744 (800-1)	1180-1¼ 744 (800-1¼)	1180-2¼ 744 (800-2¼)	1180-2½ 744 (800-2½)
CIRCLING	1220-1 784 (800-1)	1220-1¼ 784 (800-1¼)	1220-2¼ 784 (800-2¼)	1260-2¾ 824 (900-2¾)

WAAS CH 42712 W36A	APP CRS 001°	Rwy Idg 5495 TDZE 418 Apt Elev 436
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RNAV (GPS) RWY 36

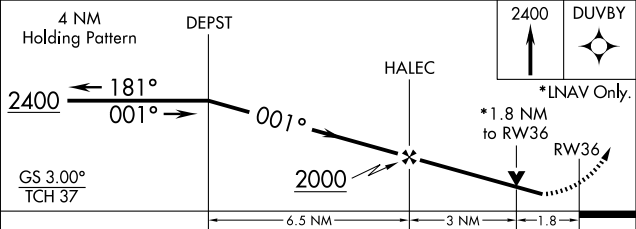
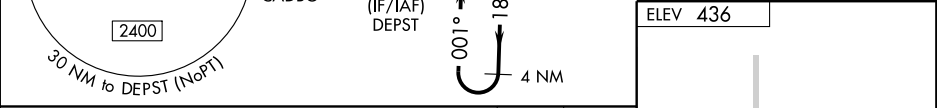
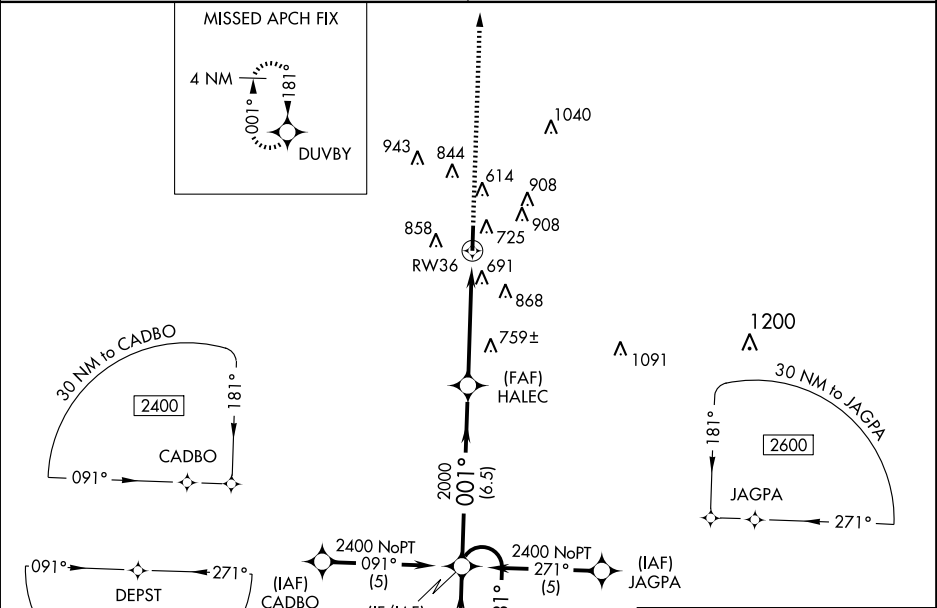
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

▼
▲ NA

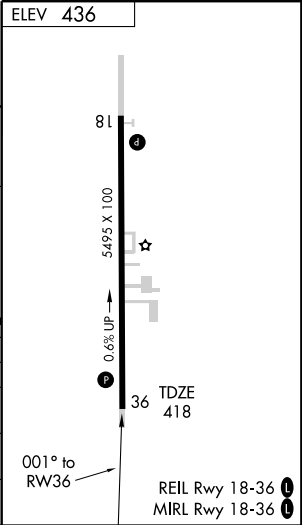
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase DA 104 feet and all MDA 120 feet, increase visibility LPV all Cats and LNAV Cats C, D ¼ mile, Circling Cats A, D ¼ mile, and Cat C ½ mile. LNAV/VNAV NA when using Tupelo altimeter setting. VDP NA when using Tupelo altimeter setting.

MISSED APPROACH:
Climb to 2400 direct
DUVBY and hold.

MEMPHIS CENTER 127.1 269.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	723-1¼ 305 (300-1¼)			
LNAV/VNAV DA	1219-3 801 (800-3)			
LNAV MDA	1020-1 602 (600-1)	1020-1¾ 602 (600-1¾)	1020-2 602 (600-2)	
CIRCLING	1220-1 784 (800-1)	1220-1¼ 784 (800-1¼)	1220-2¼ 784 (800-2¼)	1260-2¾ 824 (900-2¾)



▼

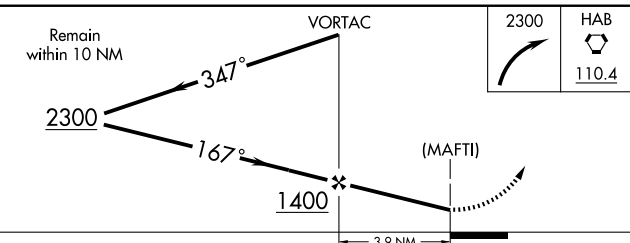
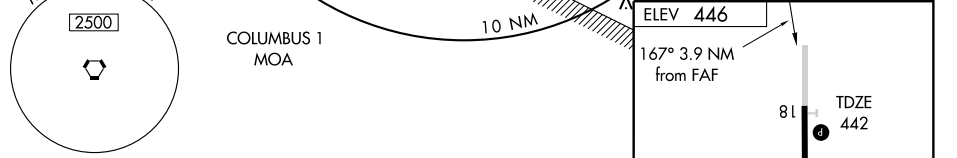
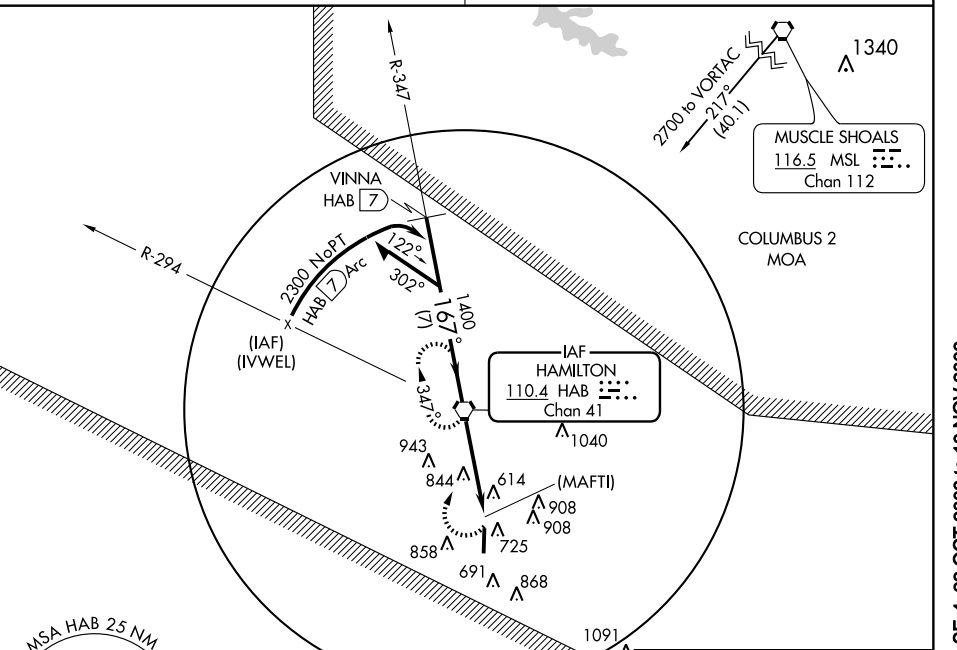
NA

Use Columbus AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 direct HAB VORTAC and hold.

MEMPHIS CENTER
127.1 269.4

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D	REIL Rwy 18-36 0				
S-18	1300-1 858 (900-1)	1300-1¼ 858 (900-1¼)	1300-2½ 858 (900-2 ½)	1300-2¾ 858 (900-2 ¾)	MIRL Rwy 18-36 0				
					FAF to MAP 3.9 NM				
CIRCLING	1340-1¼	894 (900-1¼)	1340-2¾	994 (1000-3)	Knots	60	90	120	150 180
					Min:Sec	3:54	2:36	1:57	1:34 1:18

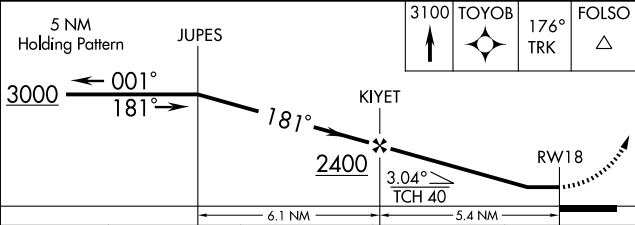
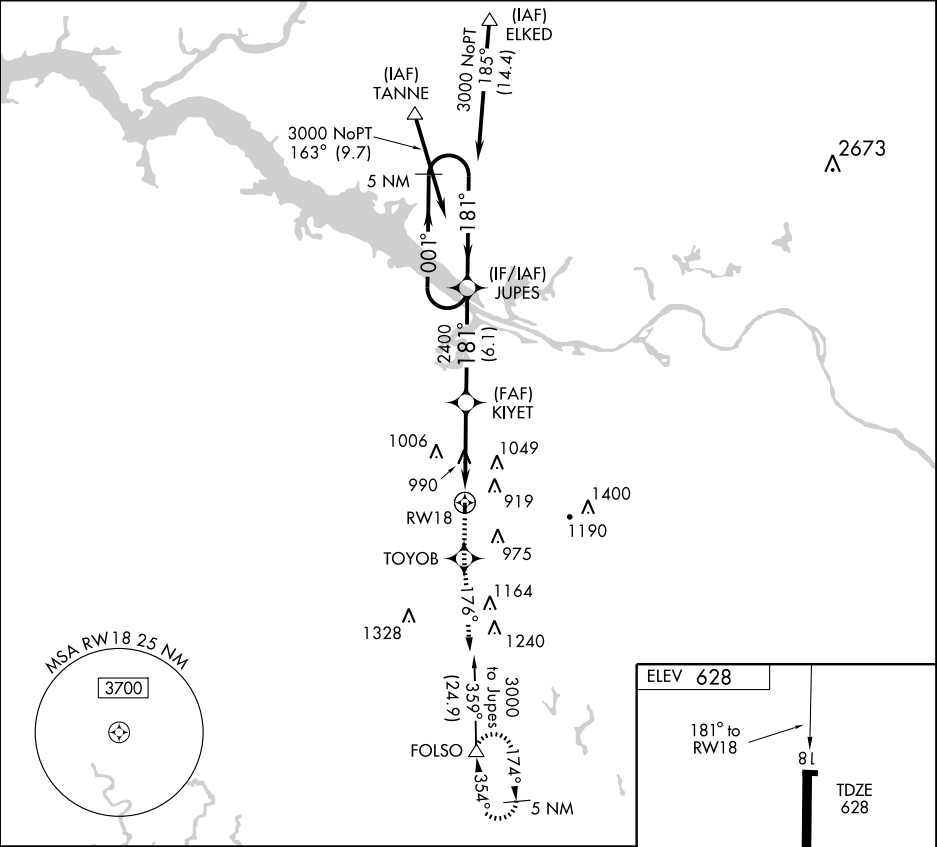
SE-4: 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3599
181°	TDZE	628
	Apt Elev	628

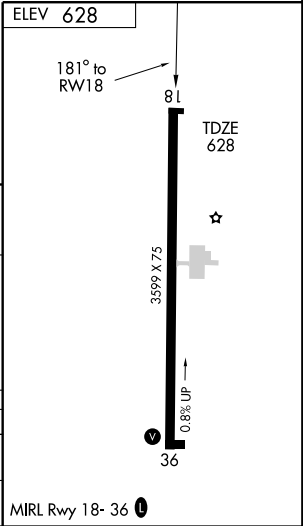
RNAV (GPS) RWY 18
HARTSELLE-MORGAN COUNTY RGNL (5M0)

NA	Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.	MISSED APPROACH: Climb to 3100 direct TOYOB and via 176° track to FOLSO and hold.
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HUNTSVILLE INTL - CARL T. JONES FIELD ATIS 121.25	HUNTSVILLE APP CON ★ 118.05 239.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1340-1	712 (800-1)	1340-2 712 (800-2)	NA
CIRCLING	1340-1	712 (800-1)	1340-2 712 (800-2)	NA



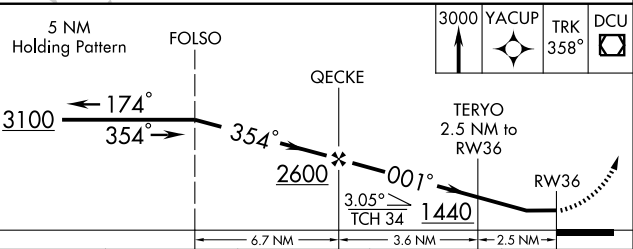
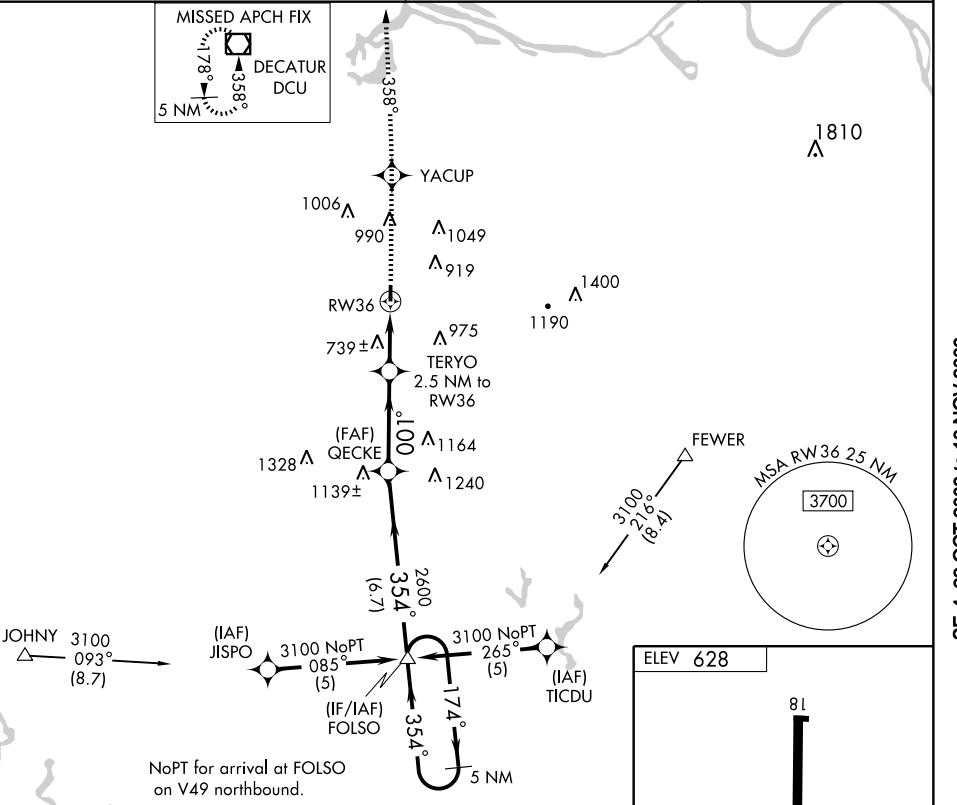
▼

▲ NA

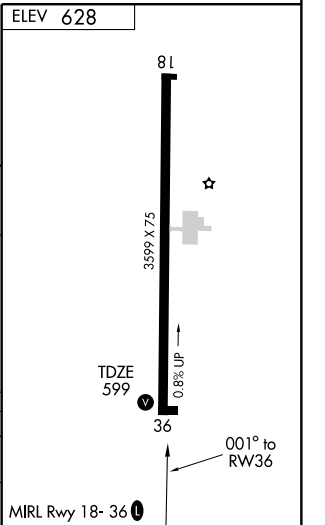
Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet. When VGSI Inop, procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climb to 3000 direct YACUP and via 358° track to DCU VOR/DME and hold.

HUNTSVILLE INTL - CARL T. JONES FIELD ATIS 121.25	HUNTSVILLE APP CON ★ 118.05 239.0	UNICOM 122.8 (CTAF) 0
--	--------------------------------------	--------------------------



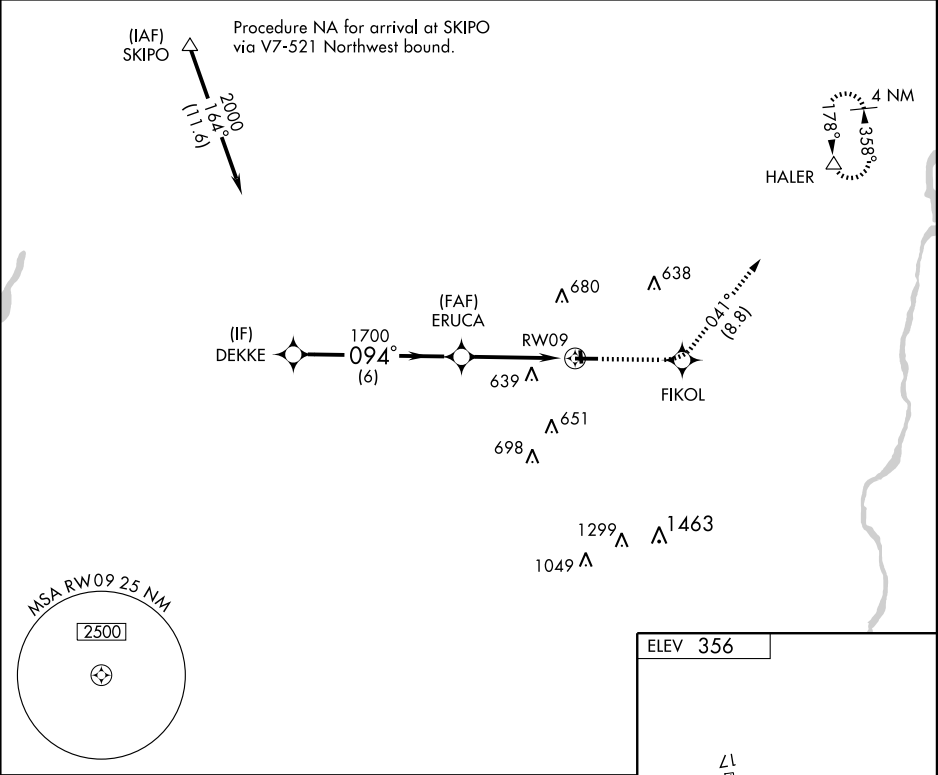
CATEGORY	A	B	C	D
LNAV MDA	1040-1	441 (500-1)	1040-1½ 441 (500-1½)	NA
CIRCLING	1140-1 512 (600-1)	1160-1 532 (600-1)	1180-1½ 552 (600-1½)	NA



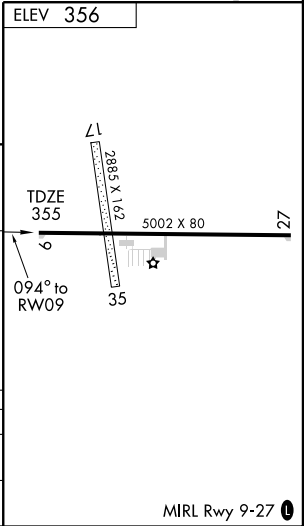
APP CRS	Rwy Idg	5002
094°	TDZE	355
	Apt Elev	356

RNAV (GPS) RWY 9
HEADLAND MUNI (ØJ6)

<div>▼ ▲ NA</div> <div>Use Dothan altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.</div>	MISSED APPROACH: Climb to 2000 direct FIKOL and via 041° track to HALER and hold.
CAIRNS APP CON ★ 125.4	CTAF 122.90



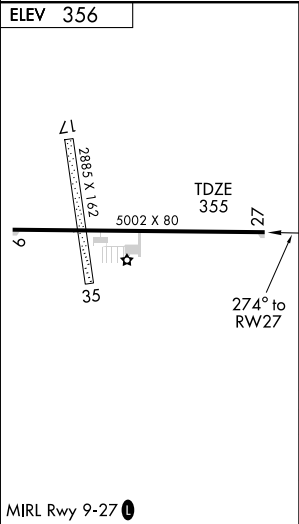
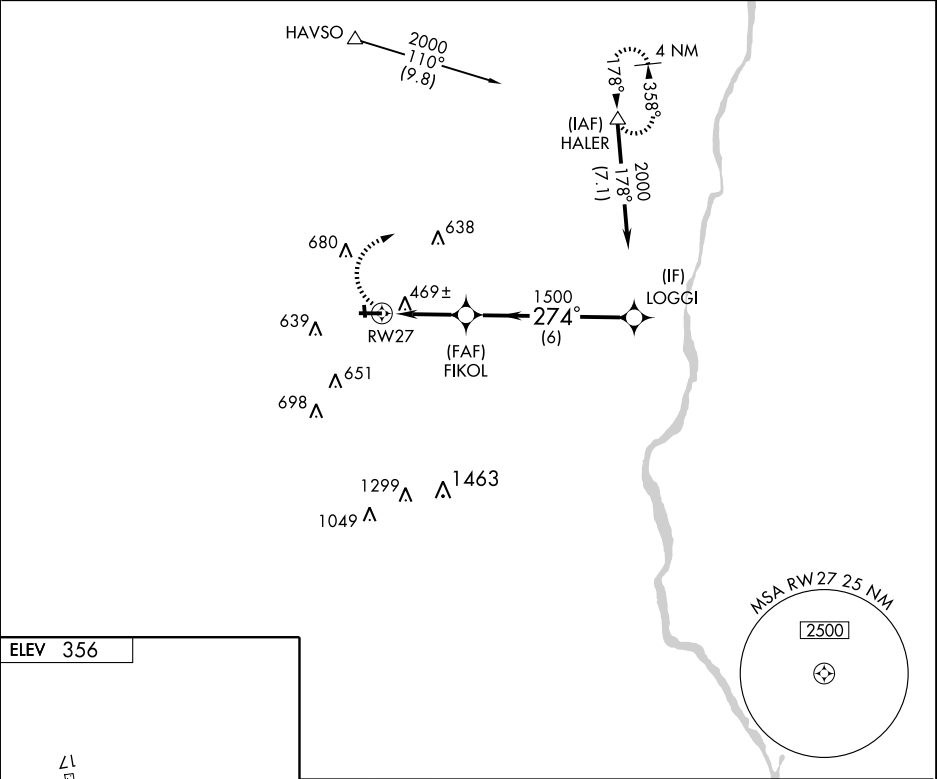
	DEKKE	ERUCA	RW09	
	2000	1700		
Procedure Turn NA	094°	3.04° TCH 40		
	6 NM	4 NM		
CATEGORY	A	B	C	D
LNAV MDA	980-1	625 (700-1)	980-1¾ 625 (700-1¾)	NA
CIRCLING	980-1	624 (700-1)	980-1¾ 624 (700-1¾)	NA



APP CRS	Rwy Idg	5002
274°	TDZE	355
	Apt Elev	356

RNAV (GPS) RWY 27
HEADLAND MUNI (ØJ6)

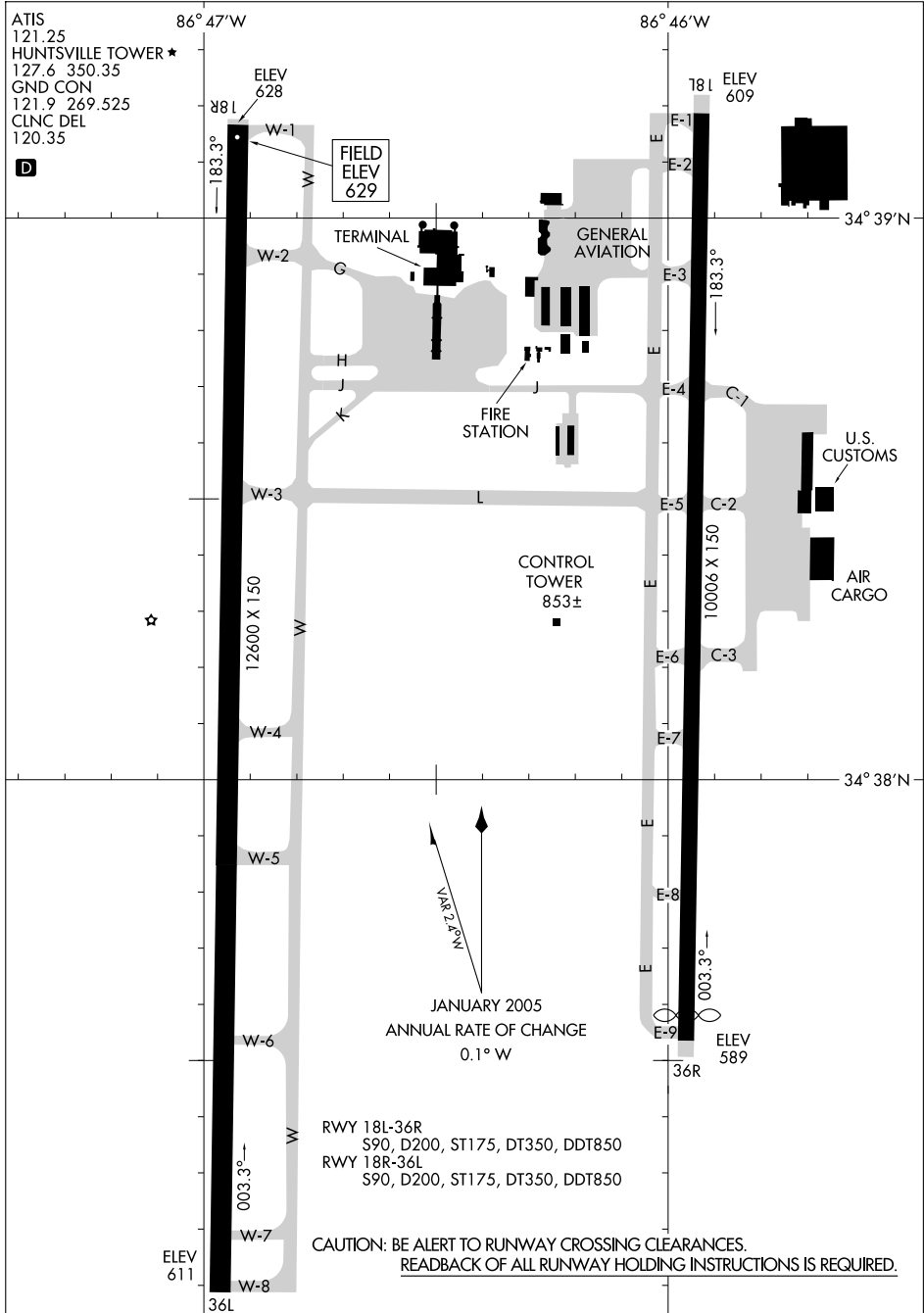
<div><div>▼</div><div>▲NA</div></div> <div>Use Dothan altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.</div>	MISSED APPROACH: Climbing right turn to 2000 direct HALER and hold.
CAIRNS APP CON ★ 125.4	CTAF 122.90



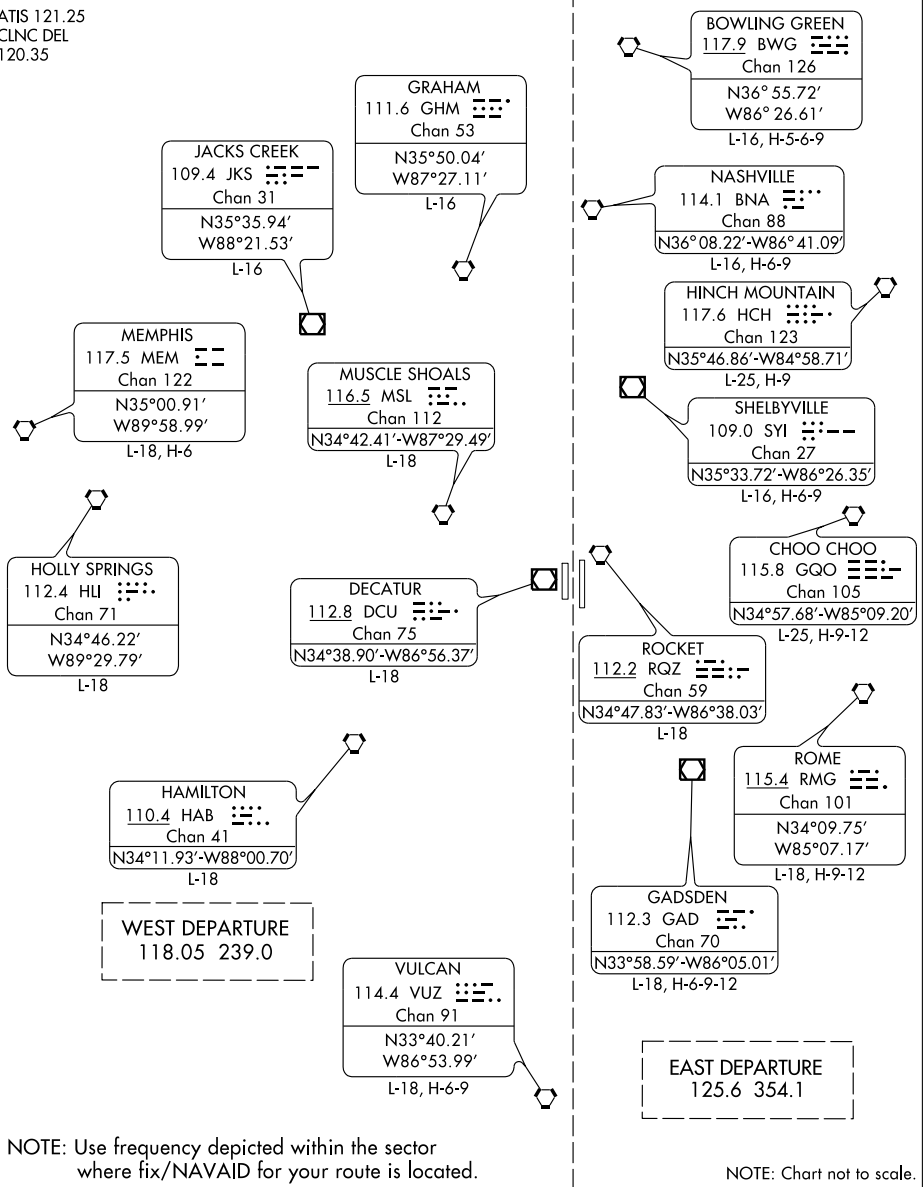
	2000	HALER		
		△		
			FIKOL	LOGGI
			1500	2000
			≤ 3.47°	Procedure Turn NA
			TCH 40	
			3 NM	6 NM
CATEGORY	A	B	C	D
LNNAV MDA	860-1	505 (600-1)	860-1½ 505 (600-1½)	NA
CIRCLING	860-1	504 (600-1)	860-1½ 504 (600-1½)	NA

AIRPORT DIAGRAM

AL-5488 (FAA)

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)
HUNTSVILLE, ALABAMA

ATIS 121.25
CLNC DEL
120.35



NOTE: Use frequency depicted within the sector where fix/NAVAID for your route is located.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Maintain 5,000 feet or assigned lower altitude. Expect clearance to requested filed altitude/flight level ten minutes after departure.

ILS or LOC RWY 18L
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

MISSED APPROACH: Climb to 3000 via heading 182° and DCU VOR/DME R-131 to HOBBI Int/DCU 16.9 DME and hold.

[illegible]

ELEV 629

182° 4.5 NM from FAF

Rwy 18L ldg 9800'

Rwy 36R ldg 9800'

698±

767

646

181

688

853±

1000' x 150'

36R

TDZE 609

TDZ/CL

Rwys 18R and 36L

HIRL Rwys 18L-36R and 18R-36L

36L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

LOC I-HSV <u>109.3</u>	APP CRS 182°	Rwy Idg 12600 TDZE 629 Apt Elev 629
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ILS or LOC RWY 18R

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

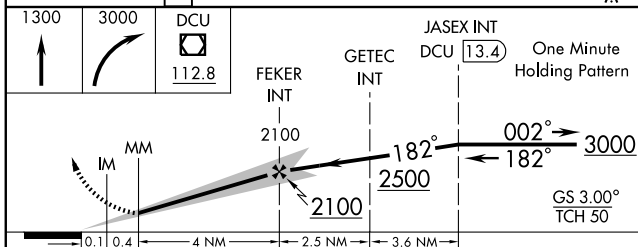
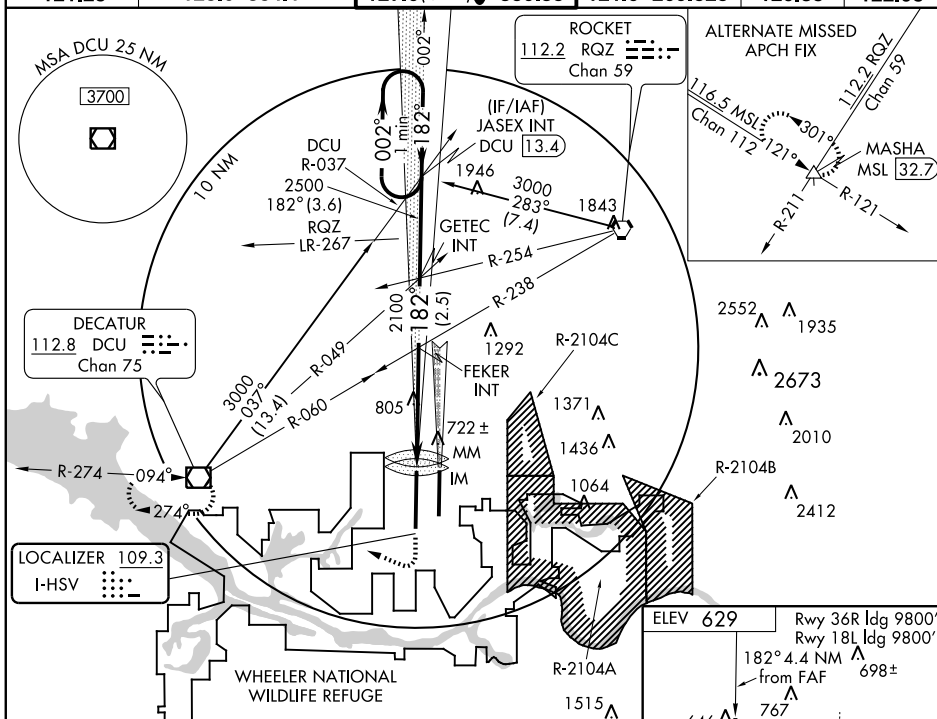
ASR For inoperative ALSF-2, increase S-ILS 18R Cat. E visibility to RVR 4000 and S-LOC 18R Cat. E visibility to 1½ miles, when using Decatur altimeter setting increase S-ILS 18R Cat. E visibility to RVR 4000, and S-LOC 18R Cat. E visibility to 1¾. Circling NA for Cat. E east of Rwy 18L-36R. When local altimeter setting not received, use Decatur altimeter setting and increase S-ILS 18R DA to 854 and all MDA 40 feet, and increase S-LOC 18R Cat. E visibility to RVR 6000. Cat II and III minimums NA.

ALSF-2

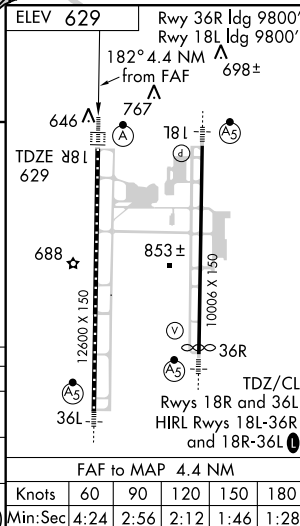


MISSED APPROACH:
Climb to 1300 then
climbing right turn to
3000 direct DCU
VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) 0 350.35	121.9 269.525	120.35	122.95



CATEGORY	A	B	C	D	E
S-ILS 18R	829/18 200 (200-½)				829/24 200 (200-½)
S-LOC 18R	1060/24 431 (500-½)	1060/40 431 (500-¾)	1060/50	431 (500-1)	
CIRCLING	1160-1 531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)	



LOC I-ELL
108.5

APP CRS
002°

Rwy Idg **12600**
TDZE
615
Apt Elev **629**

ILS or LOC RWY 36L


HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

▼

ASR

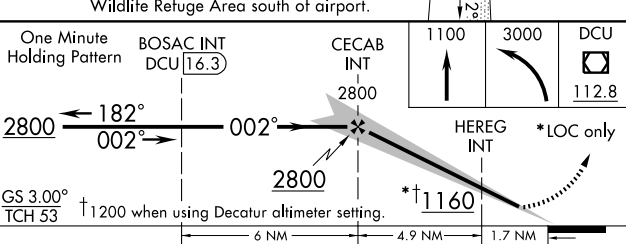
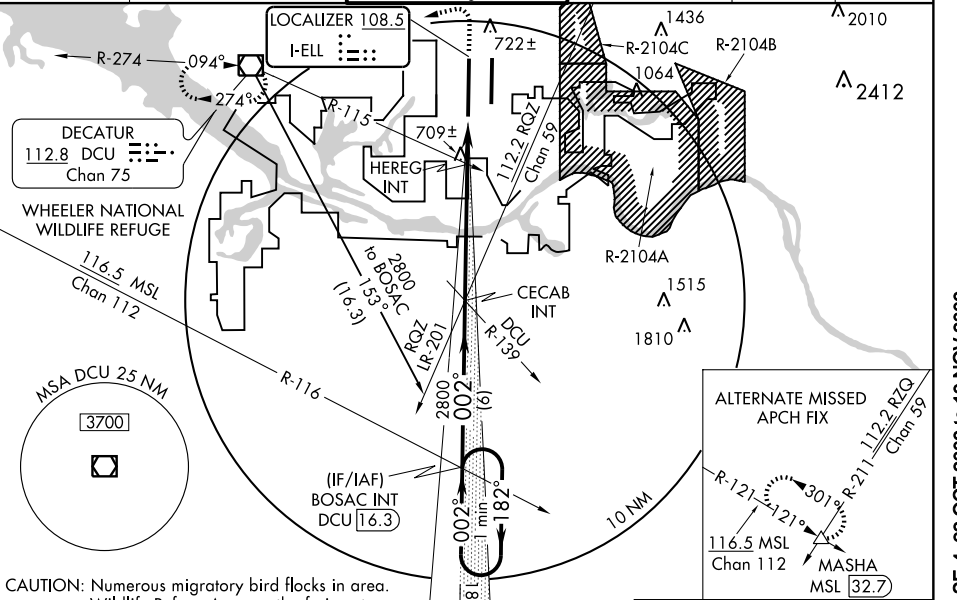
For inoperative MALSR, increase S-ILS 36L Cat. E visibility to RVR 4000, S-LOC 36L Cat. E visibility to 2 miles. HEREG fix minimums S-LOC 36L increase Cat. E visibility to RVR 6000. When local altimeter setting not received, use Decatur altimeter setting and increase DA to 840 and all MDA 40 feet. For inoperative MALSR when using Decatur altimeter setting increase S-ILS 36L Cat. E visibility to RVR 4000, S-LOC 36L Cat. E visibility to 2 miles, HEREG fix minimums: S-LOC 36L increase Cat. E visibility to RVR 6000. Circling NA for Cat. E east of Rwy 18L-36R.

MALSR

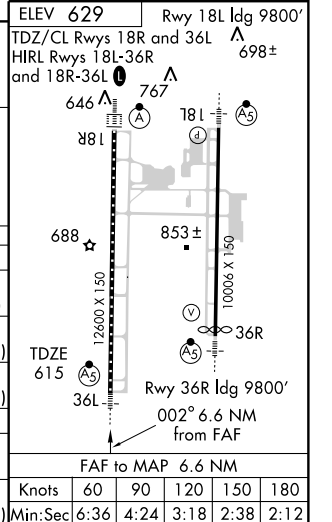


MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct DCU VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6(CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 36L	815/18	200 (200-½)			815/24 200 (200-½)
S-LOC 36L	1160/24	545 (600-½)	1160/50 545 (600-1)	1160/60 545 (600-1¼)	1160-1½ 545 (600-1½)
CIRCLING	1160-1	531 (600-1)	1160-1½ 531 (600-½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
HEREG FIX MINIMUMS					
S-LOC 36L	960/24	345 (400-½)		960/40	345 (400-¾)
CIRCLING	1160-1	531 (600-1)	1160-1½ 531 (600-½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)



SE-4, 22 OCT 2009 to 19 NOV 2009

ILS or LOC RWY 36R
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct RQZ VORTAC and hold.

MISSED APCH
FIX

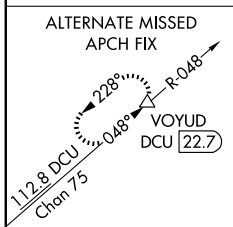
183° R-003

003°

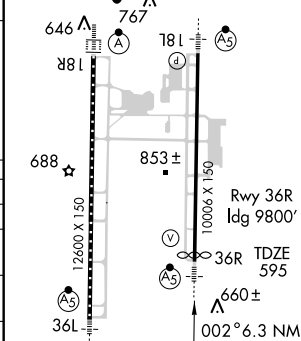
ROCKET

112.2 RQZ

Chan 59



ELEV 629	Rwy 18L ldg 9800'
TDZ/CL Rwy 18R and 36L	698±
HIRL Rwy 18L-36R	
and 18R-36L	



FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

LOC I-HSV 109.3	APP CRS 182°	Rwy Idg TDZE Apt Elev 12600 629 629	ILS RWY 18R (CAT II)	
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)				

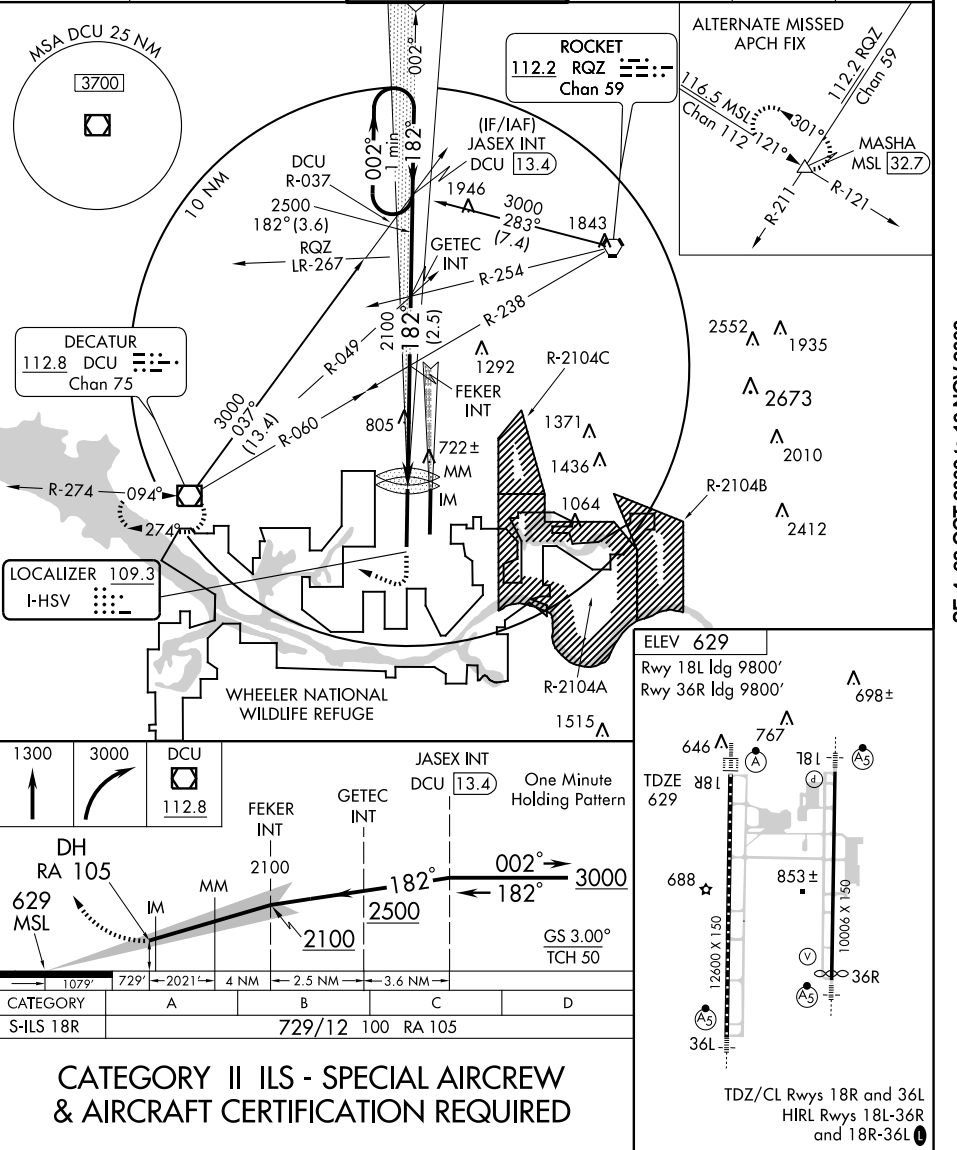
▼
▲
ASR

Cat II minimums NA when Control Tower closed.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
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LOC I-HSV	APP CRS	Rwy Idg	12600
109.3	182°	TDZE	629
		Apt Elev	629

ILS RWY 18R (CAT III)

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

▼

▲

ASR

Cat III minimums NA when Control Tower closed.

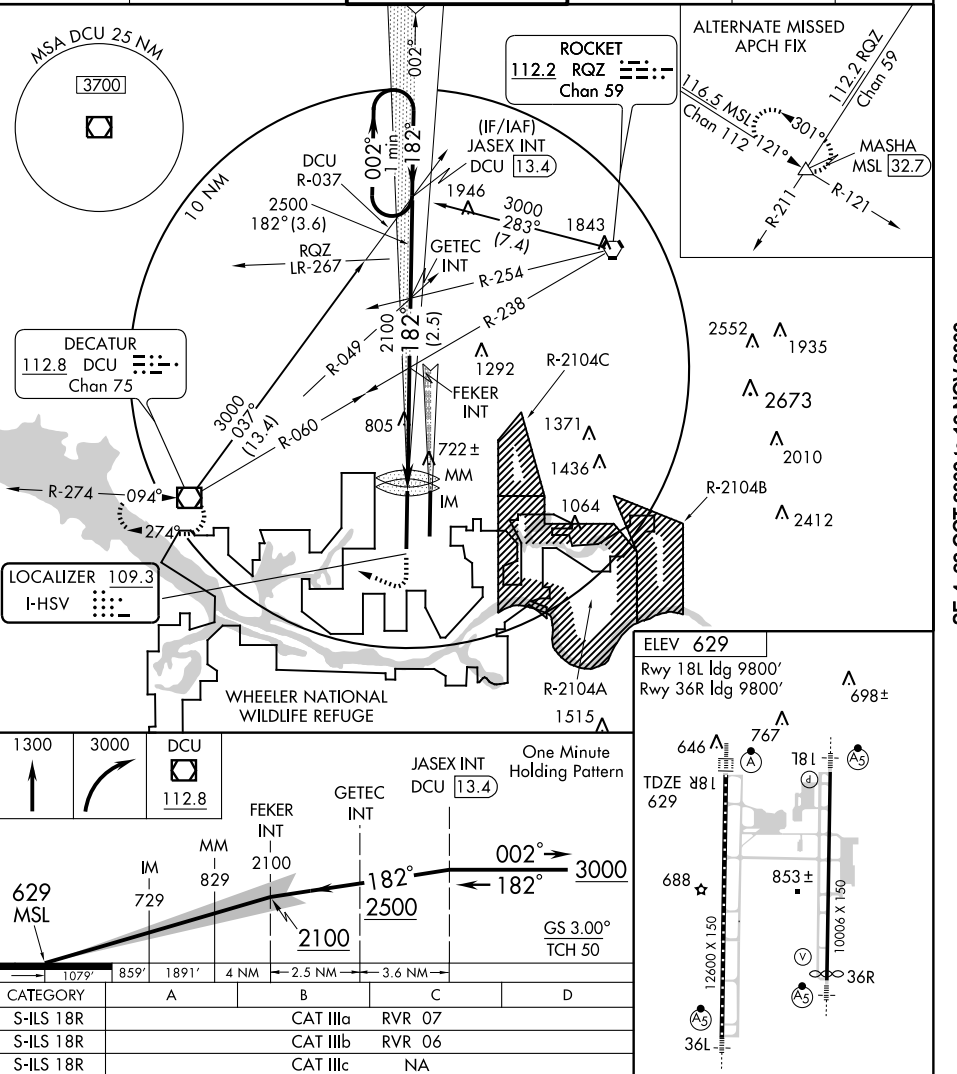
ALSF-2

▲

■

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) 350.35	121.9 269.525	120.35	122.95



SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 72906 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	9800 609 629
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RNAV (GPS) RWY 18L
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

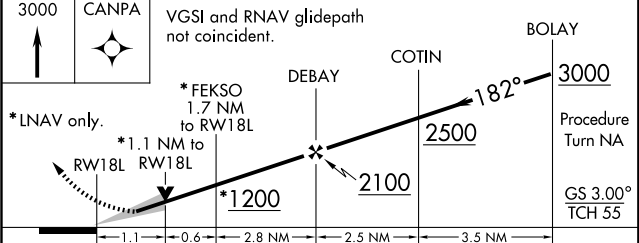
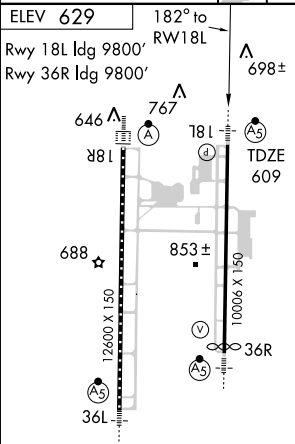
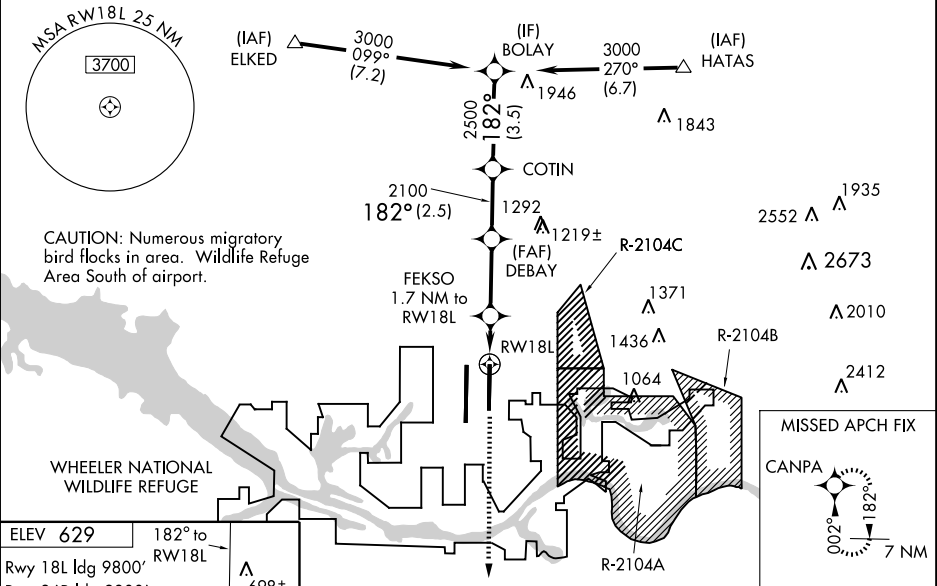
▲
ASR

For inoperative MALS, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to 1½ and LNAV Cat. E visibility to 1½. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 834, LNAV/VNAV DA to 1042 and all MDAs 40 feet. VDP NA when using Decatur altimeter setting. For inoperative MALS when using Decatur altimeter setting, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to 1½ and LNAV Cat. E visibility to 1¼.



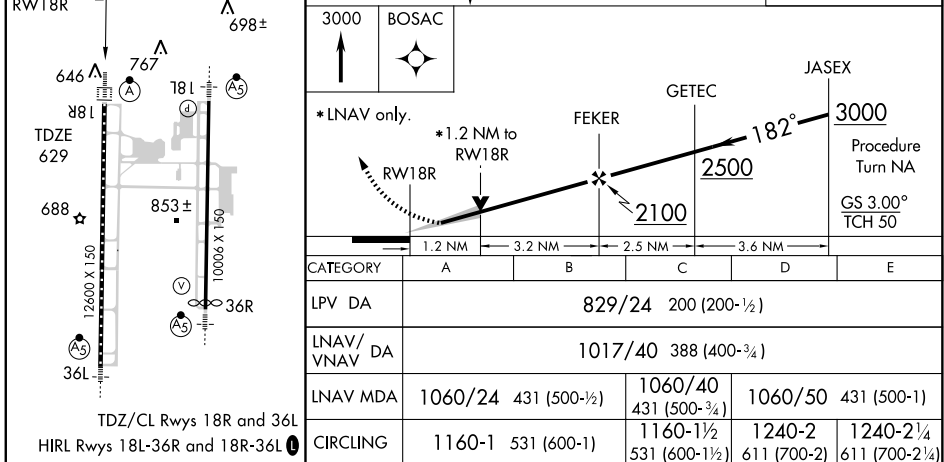
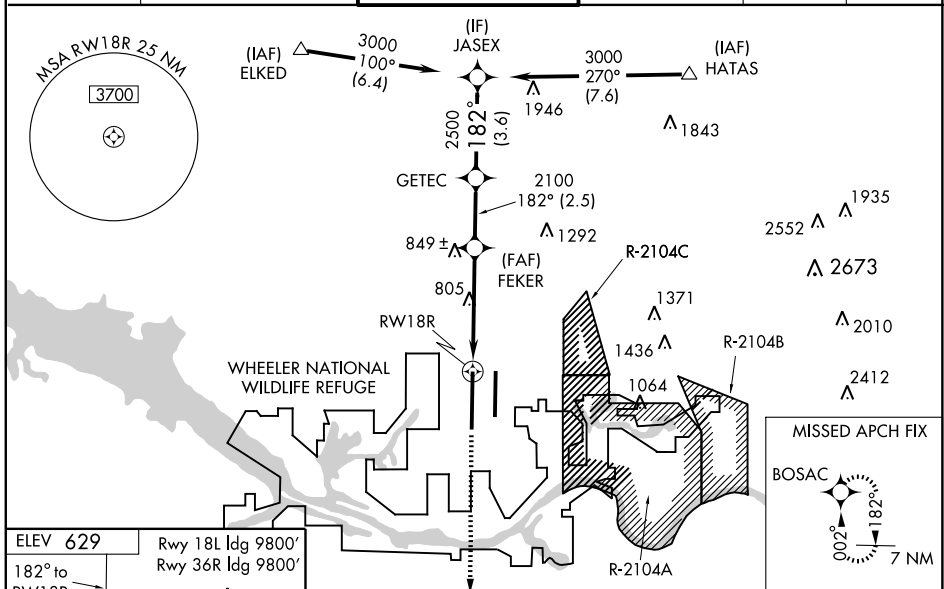
MISSED APPROACH:
Climb to 3000 direct
CANPA and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
-----------------------	--	--	---------------------------------	---------------------------	-------------------------



CATEGORY	A	B	C	D	E
LPV DA	809/24 200 (200-½)				
LNAV/VNAV DA	1017/50 408 (400-1)				
LNAV MDA	1040/24 431 (500-½)	1040/40 431 (500-¾)	1040/50 431 (500-1)		
CIRCLING	1160-1 531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)	

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 0 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
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WAAS CH 82606 W36A	APP CRS 002°	Rwy Idg 12600 TDZE 615 Apt Elev 629
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RNAV (GPS) RWY 36L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

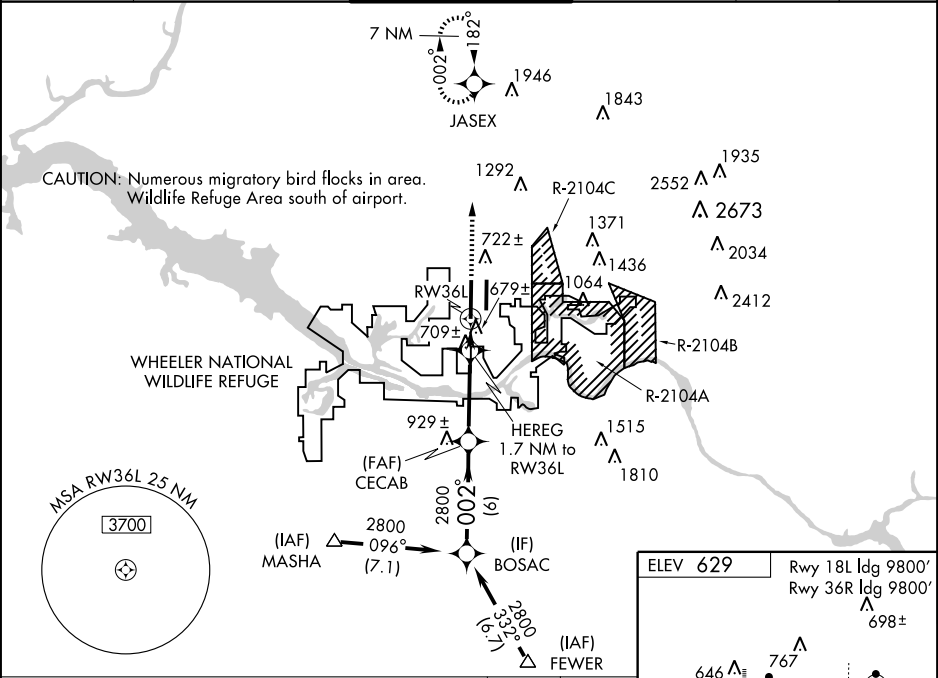
For inoperative MALSR, increase LNAV Cat. D and E visibility to RVR 6000, LPV Cat. E visibility to RVR 4000, and LNAV/VNAV Cat. E visibility to RVR 6000. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R.

▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above ASR 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 840, LNAV/VNAV DA to 994 and all MDA 40 feet. VDP NA when using Decatur altimeter setting.

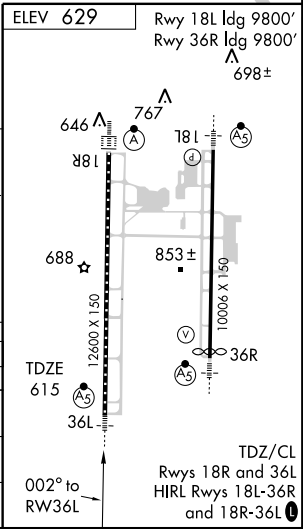
MALSR

MISSED APPROACH:
Climb to 3000 direct JASEX and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
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	BOSAC		CECAB		HEREG		RW36L	
	2800		2800		1200		0.9 NM to RW36L	
	002°		002°		002°		002°	
	6 NM		4.9 NM		0.8 NM		0.9 NM	
CATEGORY	A		B		C		D	
LPV DA	815/24		200 (200-½)					
LNAV/VNAV DA	969/40		354 (400-¾)					
LNAV MDA	960/24		345 (400-½)		960/50		345 (400-1)	
CIRCLING	1160-1		531 (600-1)		1160-1½		1240-2	
			531 (600-1½)				1240-2¼	
							611 (700-2)	
							611 (700-2¼)	



▼

▲

ASR

For inoperative MALSRS when using Decatur altimeter setting, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000, and LNAV Cat. E visibility to 1 1/4 mile. For inoperative MALSRS, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. E visibility to 1 1/2 mile. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 821, LNAV/VNAV DA to 958 and MDA 40 feet, and LNAV Cat. E visibility to RVR 6000.

MALSRS

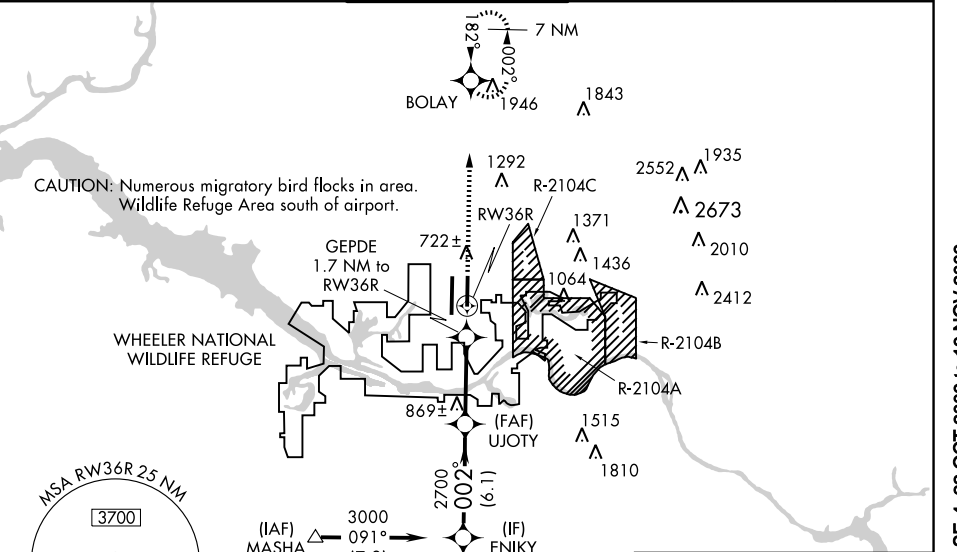
▲

AS

MISSED APPROACH:

Climb to 3000 direct BOLAY and hold.

ATIS	HUNTSVILLE APP CON *	HUNTSVILLE TOWER *	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6(CTAF) 0 350.35	121.9 269.525	120.35	122.95



ELEV 629

Rwy 18L Idg 9800'

Rwy 36R Idg 9800'

▲ 698±

▲ 767

▲ 646

▲ 881

▲ 688

▲ 853±

▲ 10006 X 150

▲ 36R

▲ 678±

▲ 36L

TDZE 595

12600 X 150

10006 X 150

002° to RW36R

Procedure Turn NA

GS 3.00°

TCH 55

ENIKY

3000

002°

UJOTY

2700

6.1 NM

4.6 NM

1.7 NM

RW36R

*GEPDE 1.7 NM to RW36R

*LNAV only.

*1180

VGSI and RNAV glidepath not coincident.

BOLAY

3000

002°

ENIKY

3000

091° (7.9)

(IAF) MASHA

(IF) ENIKY

(IAF) FEWER

3000

340° (6.9)

CATEGORY	A	B	C	D	E
LPV DA	796/24 201 (200-1/2)				
LNAV/VNAV DA	933/40 338 (400-3/4)				
LNAV MDA	1040/24 445 (500-1/2)	1040/40 445 (500-3/4)	1040/50 445 (500-1)		
CIRCLING	1160-1 531 (600-1)	1160-1 1/2 531 (600-1 1/2)	1240-2 611 (700-2)	1240-2 1/4 611 (700-2 1/4)	

TDZ/CL Rwy 18R and 36L

HIRL Rwy 18L-36R and 18R-36L

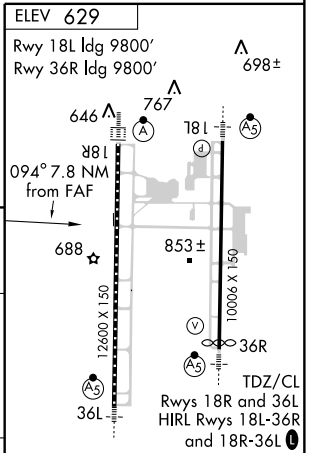
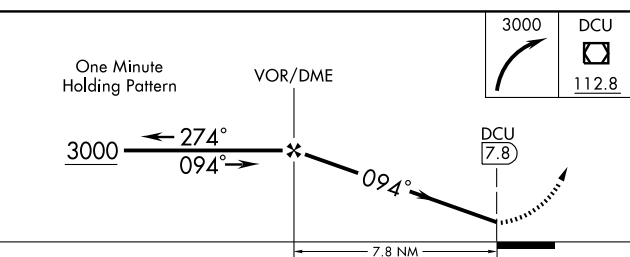
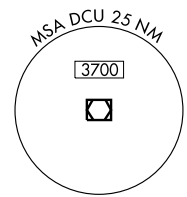
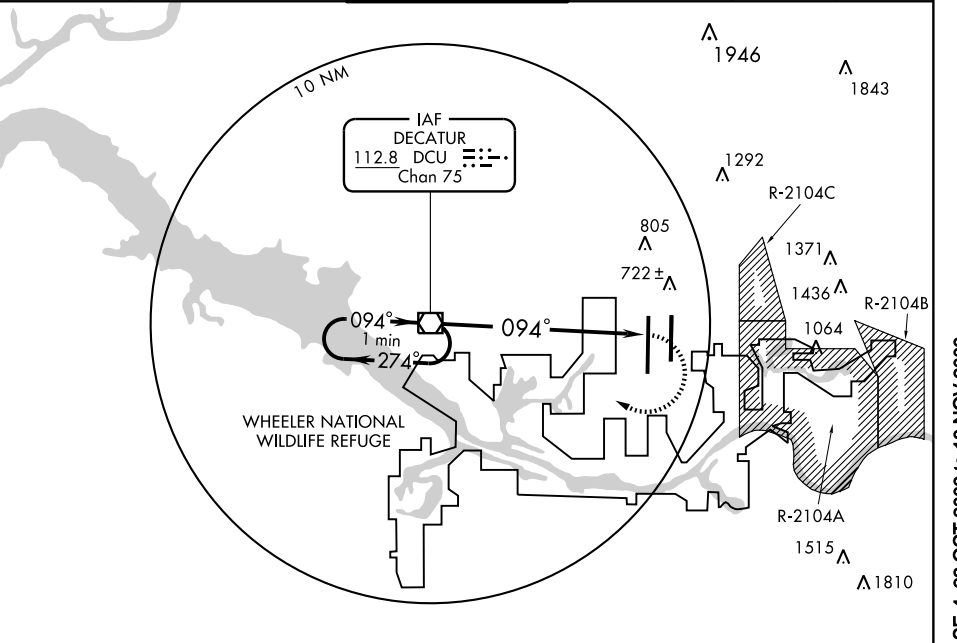
SE-4: 22 OCT 2009 to 19 NOV 2009

CAUTION: Numerous migratory bird flocks in area.

ASR Wildlife Refuge Area south of airport.

MISSED APPROACH: Climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
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CATEGORY	A	B	C	D	FAF to MAP 7.8 NM					
CIRCLING	1180-1 551 (600-1)		1180-1½ 551 (600-1½)	1240-2 611 (700-2)	Knots	60	90	120	150	180
					Min:Sec	7:48	5:12	3:54	3:07	2:36

SE-4: 22 OCT 2009 to 19 NOV 2009

▲

If local altimeter setting not received, use Huntsville Intl altimeter setting and increase DA to 998 feet; increase all MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 120° and RQZ VORTAC R-080 to PRONE Int and hold, continue climb-in-hold to 4000.

AWOS-3 120.0	HUNTSVILLE APP CON ★ 125.6 354.1	UNICOM 123.0 (CTAF) 0	GCO 121.725
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DME REQUIRED

Diagram illustrating the ILS or LOC/DME RWY 18 approach. Key features include:

- IAF JEKBA (I-MDQ 16)
- IF EROVE (I-MDQ 12.7)
- IAF FALOL (I-MDQ 6.4)
- Localizer 109.75 (I-MDQ Chan 34 (Y))
- MSA RQZ 25 NM (3700)
- ROCKET 112.2 RQZ (Chan 59)
- PRONE (1745)
- One Minute Holding Pattern (2500)
- VGSI and ILS glidepath not coincident.

ELEV 756	183° 5.4 NM from FAF	TDZE 740	5008 x 100	36
1200	4000	PRONE	FALOL I-MDQ 6.4	One Minute Holding Pattern
↑	HDG 120°	RQZ R-080	2500	003°
	112.2		2500	183°
I-MDQ 2.3	I-MDQ 1	I-MDQ 1.3	4.1 NM	GS 3.00°
				TCH 44
				VGSI and ILS glidepath not coincident.
CATEGORY	A	B	C	D
S-ILS 18	940-3/4 200 (200-3/4)			
S-LOC 18	1180-1	440 (500-1)	1180-1 1/4 440 (500-1 1/4)	1180-1 1/2 440 (500-1 1/2)
CIRCLING	1260-1	504 (600-1)	1260-1 1/2 504 (600-1 1/2)	1320-2 564 (600-2)

MIRL Rwy 18-36

REIL Rwy 18 and 36

SE-4: 22 OCT 2009 to 19 NOV 2009

WAAS CH 86501 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	5008 740 756
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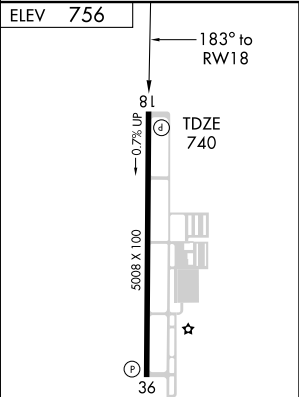
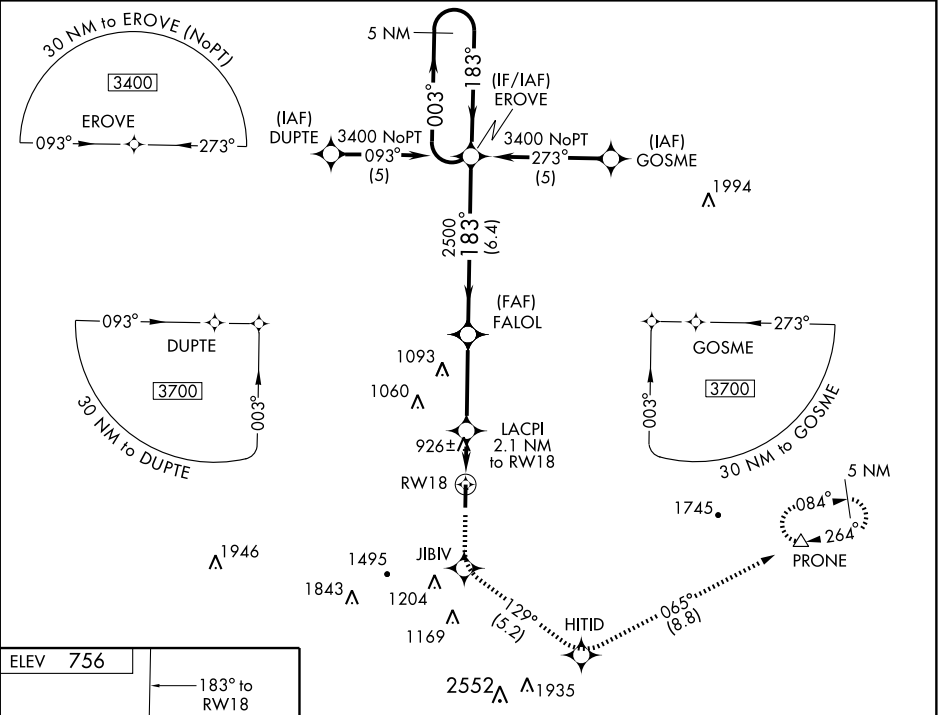
HUNTSVILLE/
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

RNAV (GPS) RWY 18

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (117° F). If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA.
▲ Baro-VNAV and VDP NA with Huntsville Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct JIBIV and via 129° track to HITID and via 065° track to PRONE and hold.

AWOS-3 120.0	HUNTSVILLE APP CON* 125.6 354.1	UNICOM 123.0 (CTAF) 0	GCO 121.725
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4000	JIBIV	TRK 129°	HITID	TRK 065°	PRONE	5 NM Holding Pattern
* LNAV only						EROVE
RW18						FALOL
LACPI 2.1 NM to RW18						183°
* 1.3 NM to RW18						003°
1420*						3400
2500						GS 3.00°
1.3						TCH 44
0.8						
3.3 NM						
6.4 NM						
CATEGORY	A	B	C	D		
LPV DA	1212-1¾		472 (500-1¾)			
LNAV/VNAV DA	1236-1¾		496 (500-1¾)			
LNAV MDA	1180-1 440 (500-1)		1180-1¼ 440 (500-1¼)	1180-1½ 440 (500-1½)		
CIRCLING	1260-1¾ 504 (600-1¾)		1320-2 564 (600-2)			

▼

▲

If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DA/MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct
FALOL and via 008° track to ATWUS and hold.

AWOS-3 120.0	HUNTSVILLE APP CON★ 125.6 354.1	UNICOM 123.0 (CTAF) 0	GCO 121.725
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ATWUS
014° 194°
4 NM
MISSED APCH FIX

FALOL
1060
RW36
1745
1946
1495
1204
1843
1169
WUVSI
6.4 NM to RW36
(FAF) ZUPIM
1319±
1639±
1935
2552
2673
3200
003° (6.1)
(IF) TOCUK
2460
3500
3/4
Procedure NA for arrivals at OWENT via V321 Southeast bound.
(IAF) OWENT

MSA RW36 25 NM
3700

ELEV 756
MIRL Rwy 18-36
REIL Rws 18 and 36

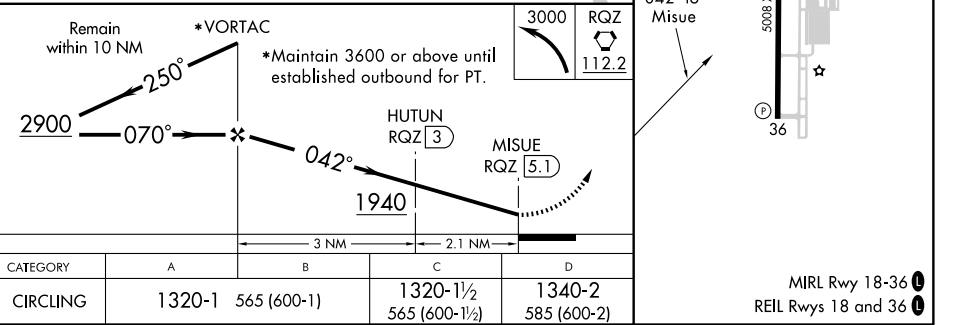
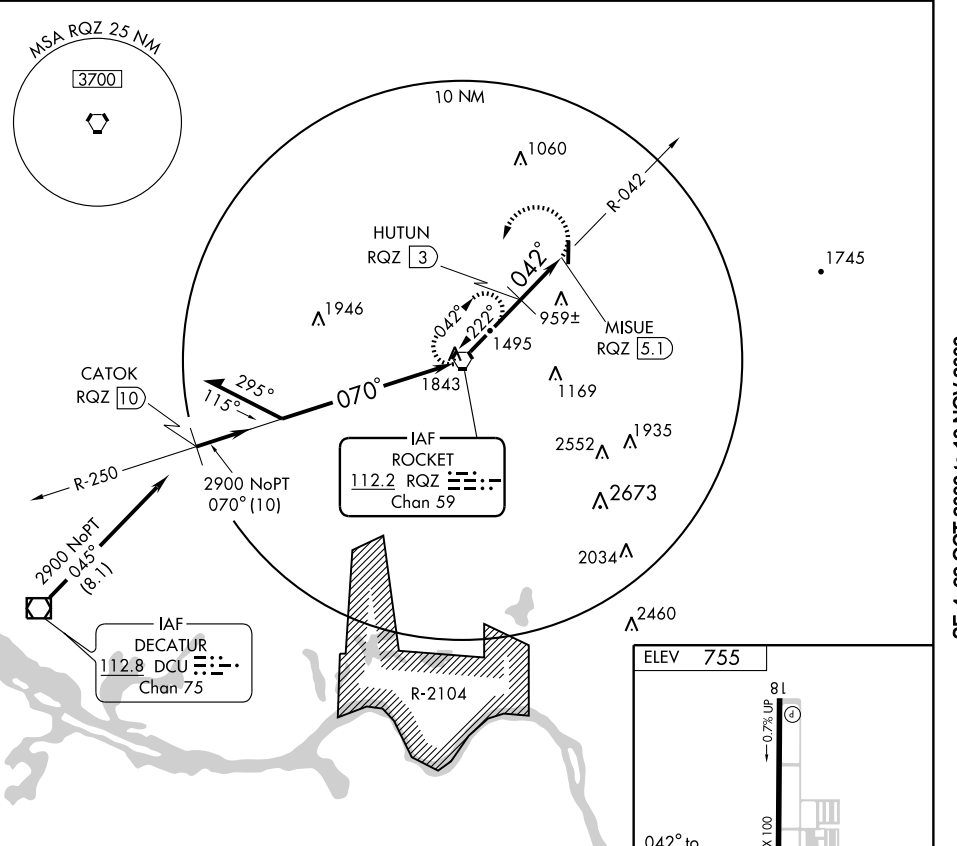
R-2104 C,E
R-2104 A,D
R-2104 B

3000 FALOL TRK 008° ATWUS VGSI and descent angles not coincident. ZUPIM				
* LNAV Only				
RW36 2.5 NM 3.9 NM 1 NM 6.1 NM				
WUVSI 6.4 NM to RW36 2860* 3200 003° 3500				
Procedure Turn NA GS 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	1006-1 250 (300-1)			
LNAV MDA	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)
CIRCLING	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)

81
← 0.7% UP
5008 X 100
TDZE 756
36
003° to RW36

SE-4, 22 OCT 2009 to 19 NOV 2009

<div><div>▼</div><div>NA</div></div>		MISSED APPROACH: Climbing left turn to 3000 direct RQZ VORTAC and hold.	
AWOS-3 120.0	HUNTSVILLE APP CON★ 125.6 354.1	UNICOM 123.0 (CTAF) 0	GCO 121.725



LOC/DME I-JFX

108.9

Chan 26

APP CRS

273°

Rwy ldg

4800

TDZE

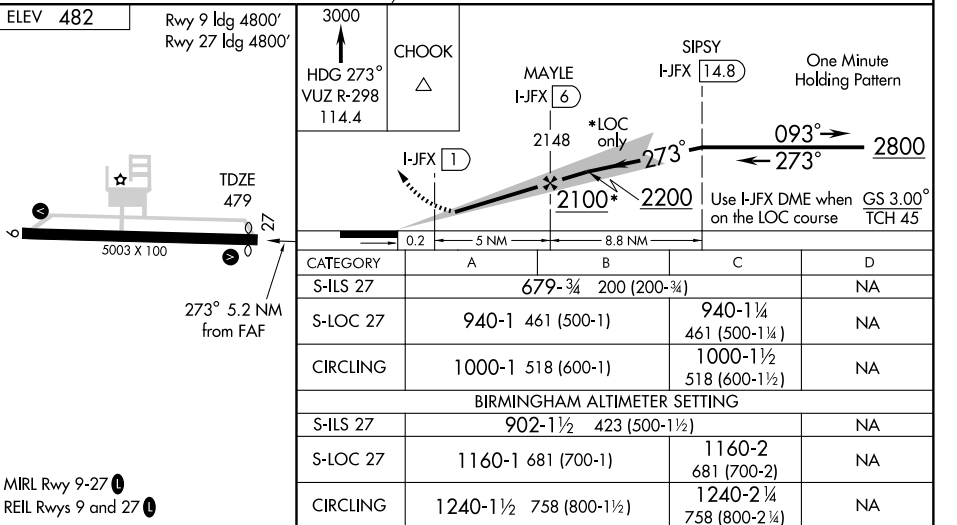
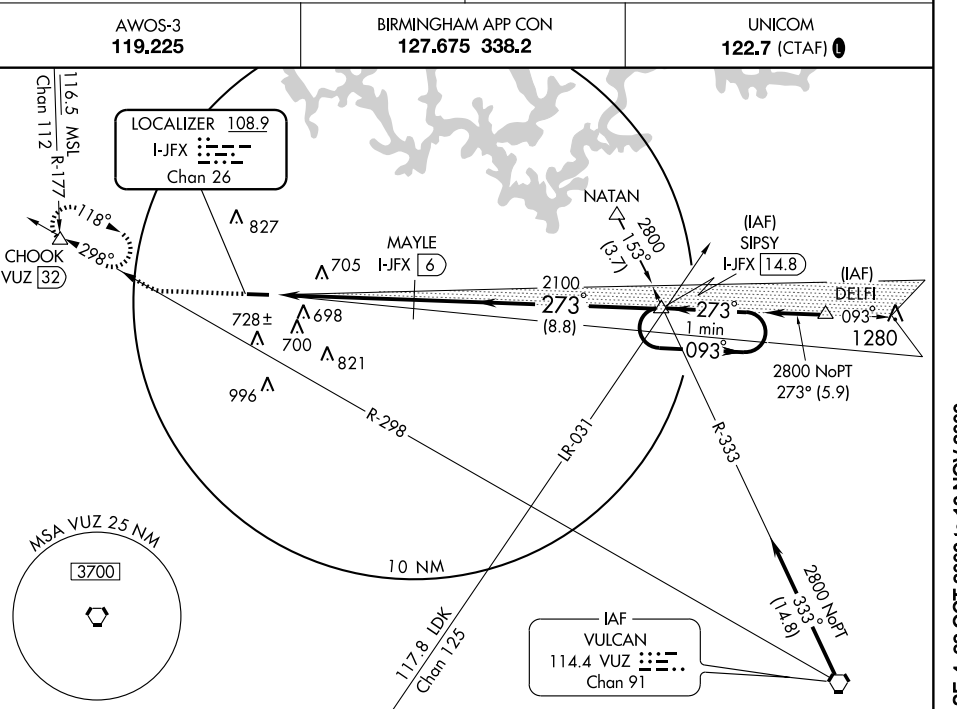
479

Apt Elev

482

When local altimeter setting not received, use Birmingham altimeter setting.

MISSED APPROACH: Climb to 3000 via heading 273° and VUZ R-298 to CHOOK Int and hold.



SE-4: 22 OCT 2009 to 19 NOV 2009

▲

NA

When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 160 feet. ACTIVATE MIRL Rwy 9-27 and VASI Rwys 9 and 27-CTAF.

MISSED APPROACH: Climbing right turn to 3000 via VUZ R-302 to CREAL 15 DME and hold.

AWOS-3 119.225	BIRMINGHAM APP CON 127.675 338.2	UNICOM 122.7 (CTAF) 1
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The main enroute chart displays a 10 NM radius around VUZ 15. Key features include:

- VUZ 15 Arcs:** 3000, 2000, and 1500 feet.
- R-302:** 302° bearing from VUZ 15.
- R-356:** 356° bearing from VUZ 15.
- R-231:** 231° bearing from VUZ 15.
- MAJEG:** (MAJEG) VUZ 24.9, 2000 feet.
- DORRA:** DORRA VUZ 20, 2000 feet.
- CREAL:** CREAL VUZ 15, 2000 feet.
- Other Aids:** MAJEG, DORRA, CREAL, and various other navigational aids.

MSA VUZ 25 NM
3700

ELEV 482	Rwy 9 Idg 4800'	Rwy 27 Idg 4800'
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5003 X 100

302° 4.9 NM from FAF

MIRL Rwy 9-27 **1**
REIL Rwys 9 and 27 **1**

	3000	CREAL VUZ 15		3000	CREAL VUZ 15	
	VUZ R-302 114.4					
	(MAJEG) VUZ 24.9	DORRA VUZ 20	302°	2000		
			4.9 NM	5 NM		
CATEGORY	A	B	C	D		
CIRCLING	1160-1 680 (700-1)	1160-1¼ 680 (700-1¼)	1160-2 680 (700-2)	1160-2¼ 680 (700-2¼)		

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC CSG 117.1 Chan 118	APP CRS 317°	Rwy Idg TDZE Apt Elev	N/A N/A 624
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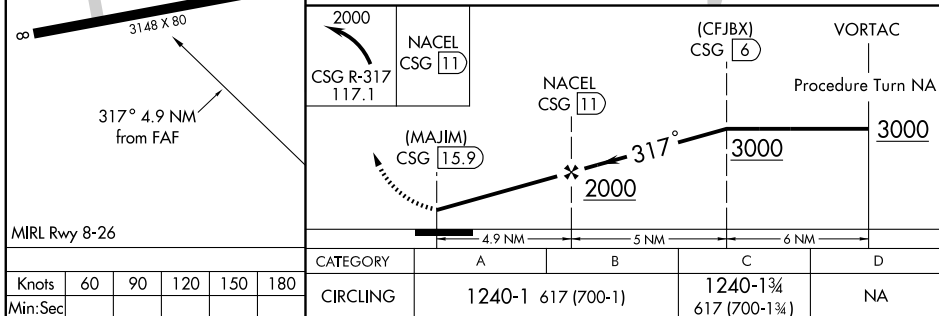
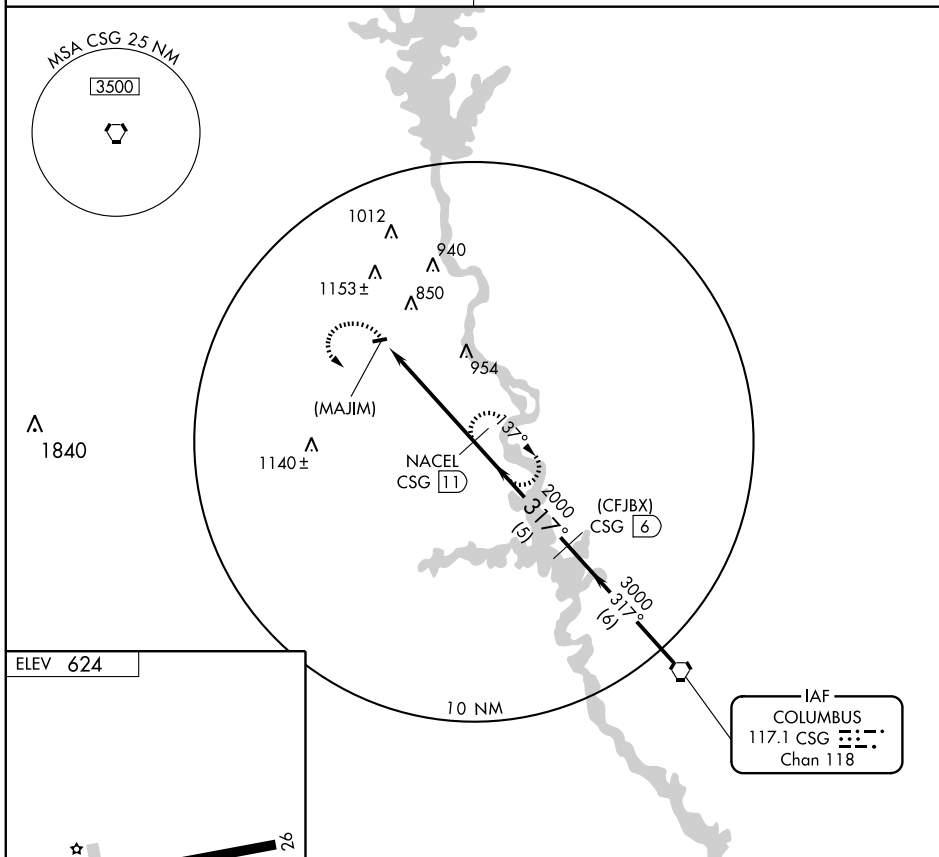
VOR/DME or GPS-A
LANETT MUNI (7A3)

T
A NA Use Columbus altimeter setting.
ACTIVATE MIRL Rwy 8-26-CTAF.

MISSED APPROACH: Climbing left turn to 2000
via CSG R-317 to NACEL 11 DME and hold.

ATLANTA APP CON ★
125.5 323.1

UNICOM
122.8 (CTAF)

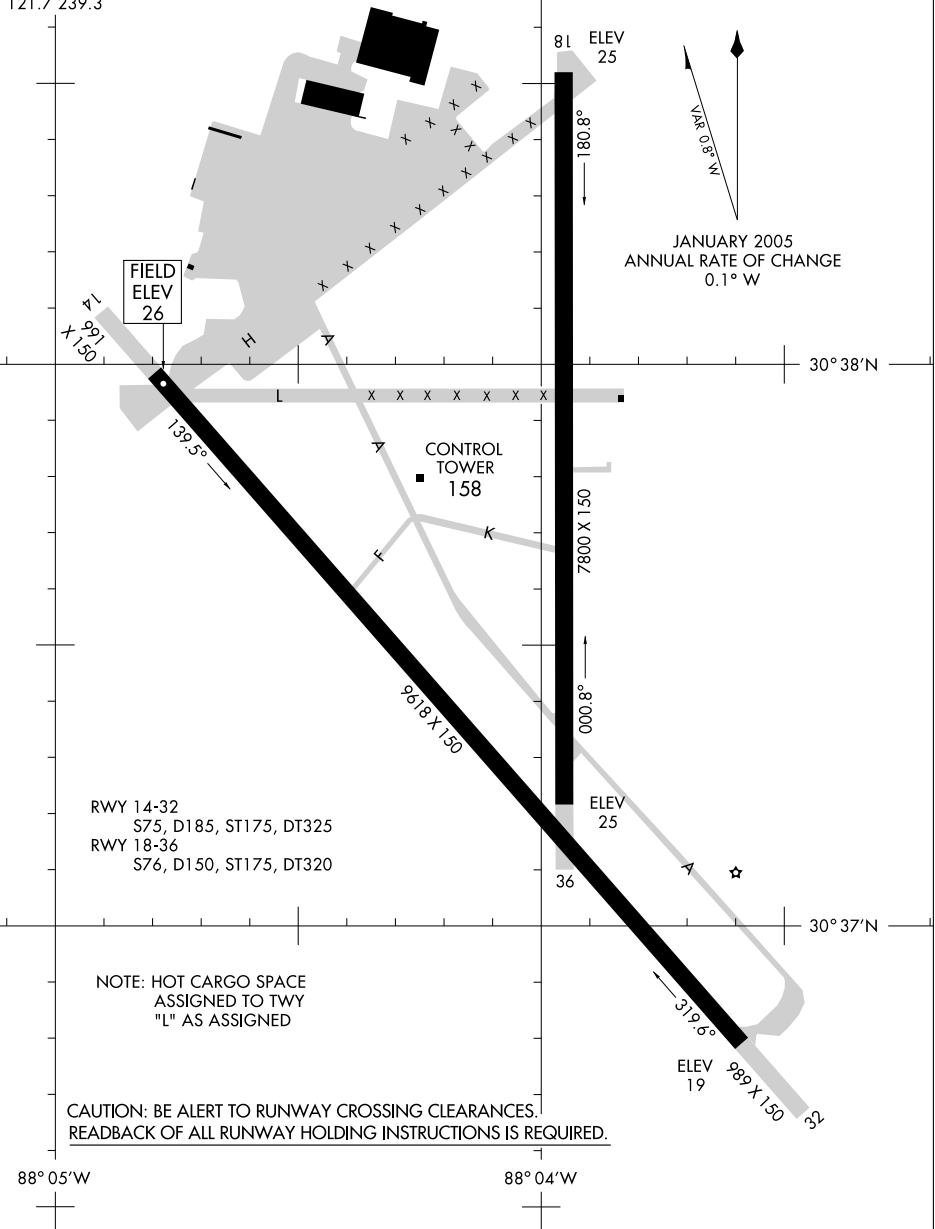


AIRPORT DIAGRAM

AL-268 (FAA)

MOBILE DOWNTOWN (BFM)
MOBILE, ALABAMA

ATIS
135.575
DOWNTOWN TOWER ★
118.8 251.1
GND CON
121.7 239.3



SE-4. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-RUJ	APP CRS	Rwy Idg	9618
108.5	320°	TDZE	25
Chan 22		Apt Elev	26

DME or Radar Required. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet. For inoperative MALSR, increase ILS all Cats visibility to RVR 4000, DEXOW fix minimums LOC Cat D to RVR 5000. For inoperative MALSR when using Mobile Rgnl altimeter setting increase ILS all Cats visibility to RVR 4000.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 via heading 030° and SJI R-058 to STETS INT/SJI 35.9 DME and hold.

ATIS 135.575	MOBILE APP CON ★ 118.5 269.3	DOWNTOWN TOWER ★ 118.8 (CTAF) 251.1	GND CON 121.7 239.3	UNICOM 122.95
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ELEV 26

84 ±

98 ±

81

158

7800 X 150

139 ±

36

97 ±

115 Δ

90 ±

REIL Rwy 14

MIRL Rwy 18-36

HIRL Rwy 14-32

TDZ/CL Rwy 32

320° 5 NM from FAF

FAF to MAP 5 NM

Knots 60 90 120 150 180

Min:Sec 5:00 3:20 2:30 2:00 1:40

600

2000

SJI R-058

STETS

LURDE I-RUJ [6.8] RADAR

DEXOW I-RUJ [3.4]

I-RUJ [1.8]

I-RUJ [2.6]

1700

580*

1700

140°

320°

1700

GS 3.00° TCH 55

VGSI and ILS glidepath not coincident.

Remain within 10 NM

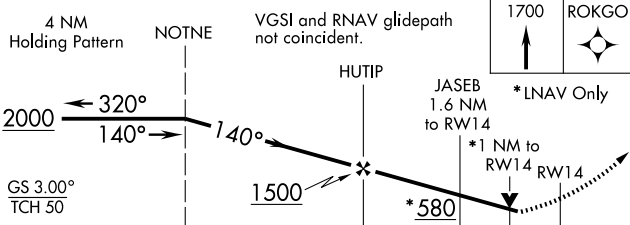
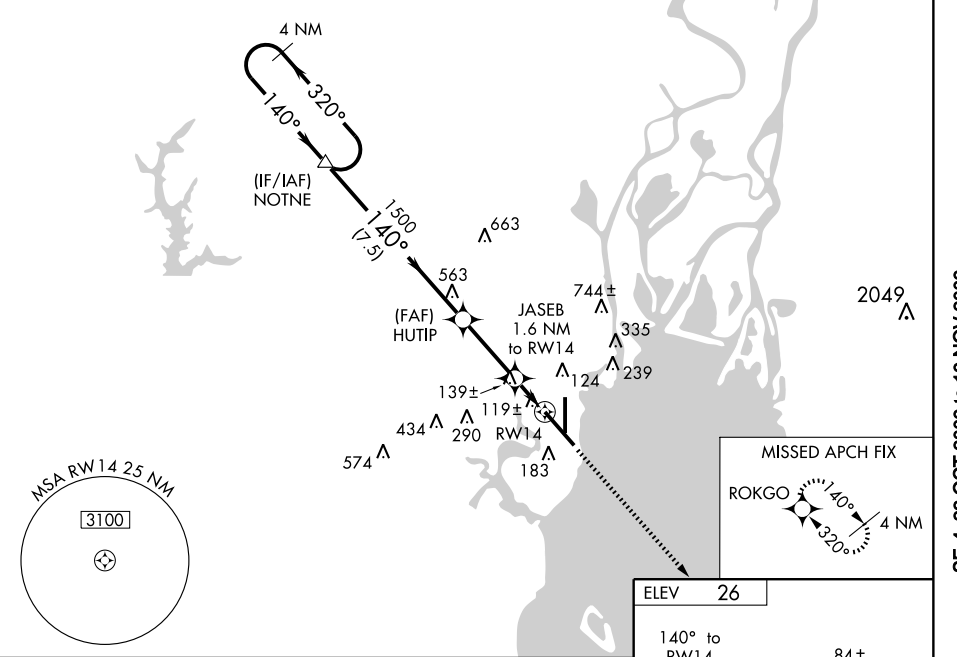
CATEGORY	A	B	C	D
S-ILS 32	225/18 200 (200-½)			
S-LOC 32	580/24	555 (600-½)	580/50 555 (600-1)	580/60 555 (600-1¼)
CIRCLING	580-1	554 (600-1)	580-1½ 554 (600-½)	580-2 554 (600-2)
DEXOW FIX MINIMUMS				
S-LOC 32	360/24	335 (400-½)	360/40 335 (400-¾)	
CIRCLING	520-1	494 (500-1)	520-1½ 494 (500-½)	580-2 554 (600-2)

SE-4: 22 OCT 2009 to 19 NOV 2009

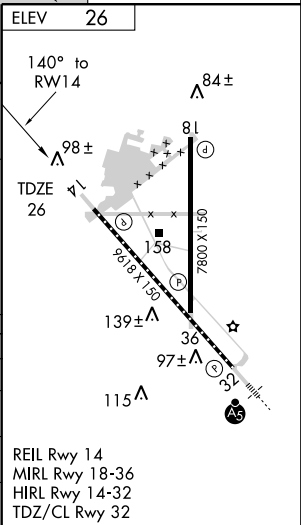
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cats. C and D and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1700 direct ROKGO and hold.

ATIS 135.575	MOBILE APP CON ★ 118.5 269.3	DOWNTOWN TOWER ★ 118.8 (CTAF) 251.1	GND CON 121.7 239.3	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		343-1	317 (400-1)	
LNAV/VNAV DA		396-1¼	370 (400-1¼)	
LNAV MDA		400-1	374 (400-1)	400-1¼ 374 (400-1¼)
CIRCLING	680-1	654 (700-1)	680-1¾ 654 (700-1¾)	680-2 654 (700-2)



REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 14-32
TDZ/CL Rwy 32

WAAS CH 97611 W18A	APP CRS 181°	Rwy Idg 7800 TDZE 26 Apt Elev 26
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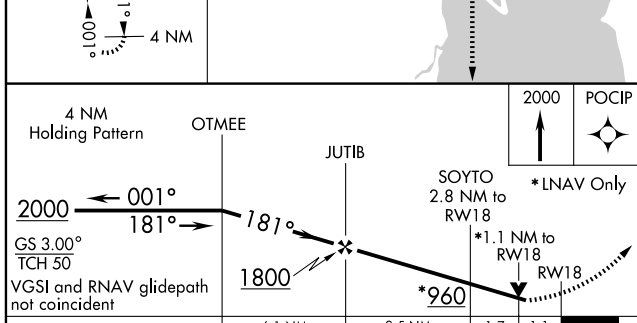
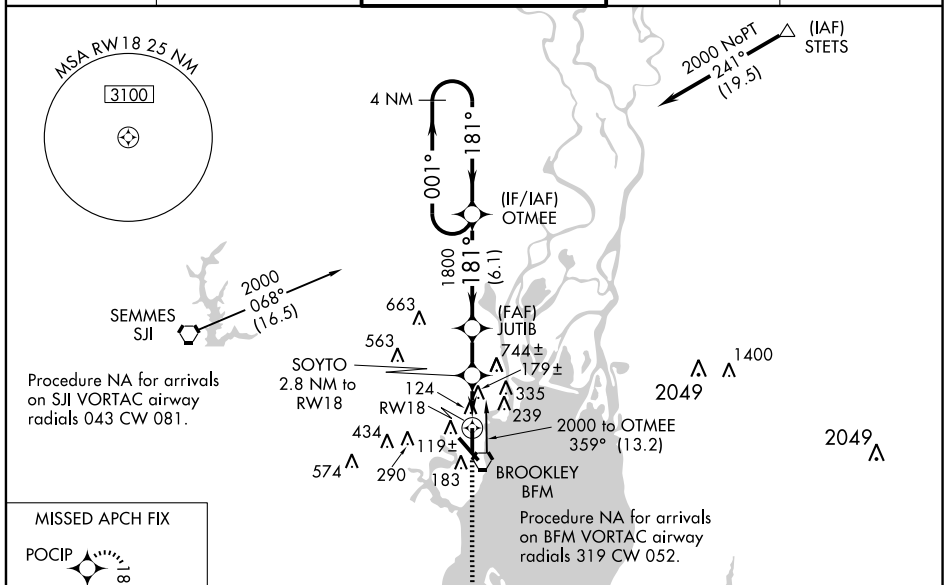
RNAV (GPS) RWY 18

MOBILE DOWNTOWN (BFM)

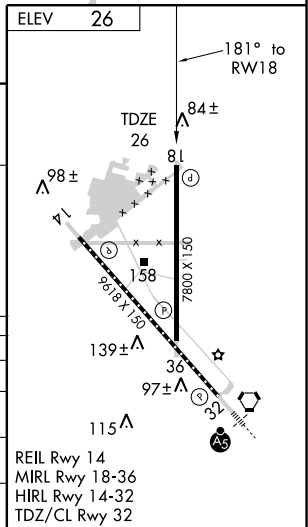
Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cat. D, and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 2000 direct
POCIP and hold.

ATIS 135.575	MOBILE APP CON ★ 118.5 269.3	DOWNTOWN TOWER ★ 118.8 (CTAF) 0 251.1	GND CON 121.7 239.3	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	351-1 325 (400-1)			
LNAV/ VNAV DA	397-1¼ 371 (400-1¼)			
LNAV MDA	440-1 414 (500-1)		440-1¼ 414 (500-1¼)	
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)



WAAS CH 70304 W32A	APP CRS 320°	Rwy Idg 9618 TDZE 25 Apt Elev 26
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RNAV (GPS) RWY 32

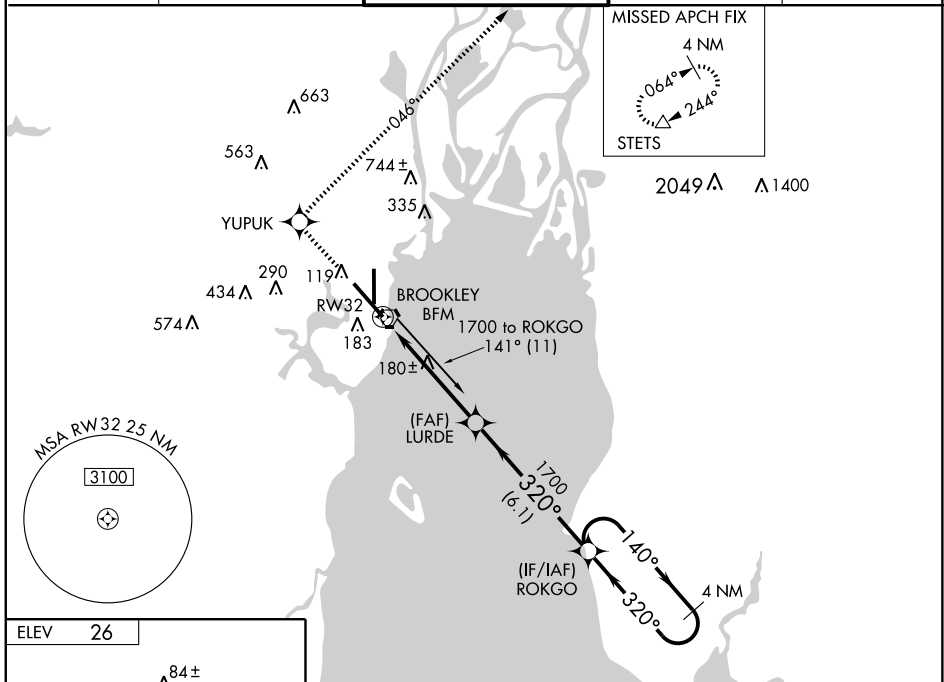
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LNAV Cat C visibility to RVR 5000, Cat D to RVR 6000. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.

MALSR



MISSED APPROACH: Climb to 2000 direct YUPUK and via track 046° to STETS and hold.

ATIS 135.575	MOBILE APP CON ★ 118.5 269.3	DOWNTOWN TOWER ★ 118.8 (CTAF) 0 251.1	GND CON 121.7 239.3	UNICOM 122.95
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[illegible]

2000 ↑	YUPUK ✦	trk 046°	STETS △	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern	
* LNAV only				LURDE 1700	ROKGO	
<p>* 1.2 NM to RW32</p> <p>320°</p> <p>1700</p> <p>GS 3.00° TCH 55</p>				320°	140° 1700	
1.2 NM				3.8 NM	6.1 NM	
CATEGORY	A		B		C	D
LPV DA	225/24 200 (200-½)					
LNAV/ VNAV DA	368/40 343 (400-¾)					
LNAV MDA	480/24	455 (500-½)	480/40 455 (500-¾)		480/50 455 (500-1)	
CIRCLING	520-1	494 (500-1)	520-1½ 494 (500-1½)		580-2 554 (600-2)	

WAAS CH 56511 W36A	APP CRS 001°	Rwy Idg 7800 TDZE 26 Apt Elev 26
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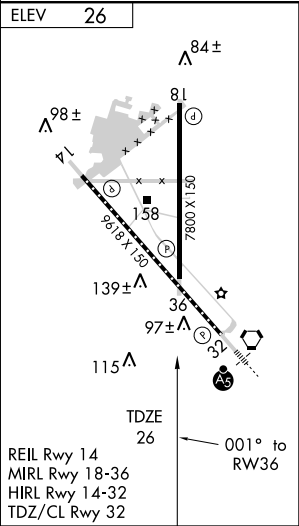
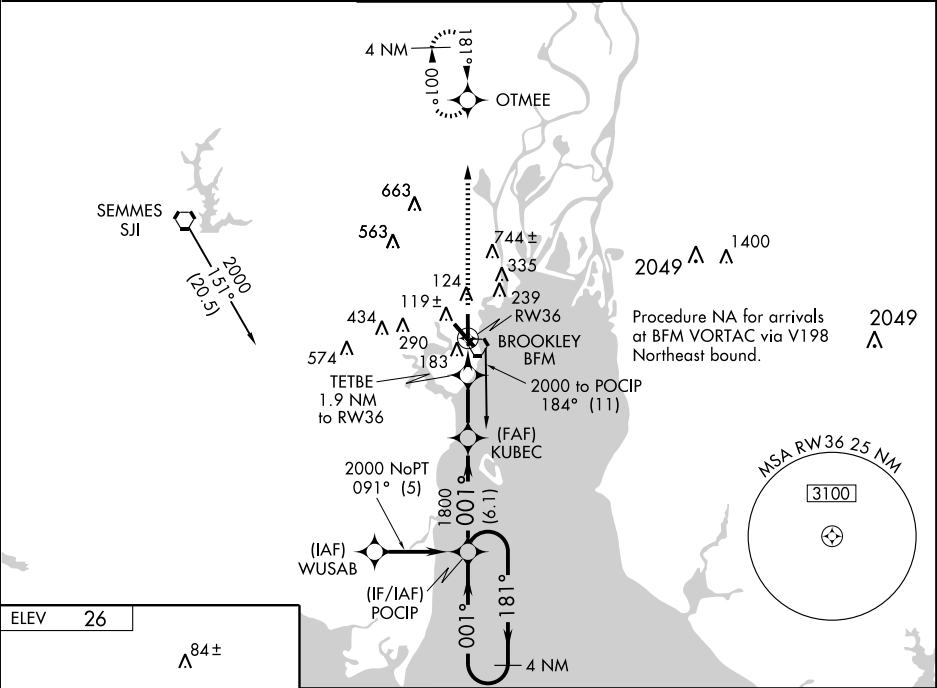
RNAV (GPS) RWY 36
MOBILE DOWNTOWN (BFM)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats., LNAV Cat. D and Circling Cats. C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct
OTMEE and hold.

ATIS 135.575	MOBILE APP CON ★ 118.5 269.3	DOWNTOWN TOWER ★ 118.8 (CTAF) 0 251.1	GND CON 121.7 239.3	UNICOM 122.95
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2000	OTMEE	VGSI and RNAV glidepath not coincident.			
*LNAV Only		TETBE 1.9 NM to RW36	KUBEC	POCIP	4 NM Holding Pattern
RW36		*1.1 NM to RW36	181°	001°	2000
1.1 NM		0.8 NM	3.4 NM	6.1 NM	GS 3.00° TCH 50
CATEGORY	A	B	C	D	
LPV DA	340-1	314 (400-1)			
LNAV/VNAV DA	586-2	560 (600-2)			
LNAV MDA	440-1	414 (500-1)	440-1¼	414 (500-1¼)	
CIRCLING	680-1	654 (700-1)	680-1¼	654 (700-1¼)	680-2

VORTAC BFM

112.8

Chan 75

APP CRS

130°

Rwy Idg

9618

TDZE

26

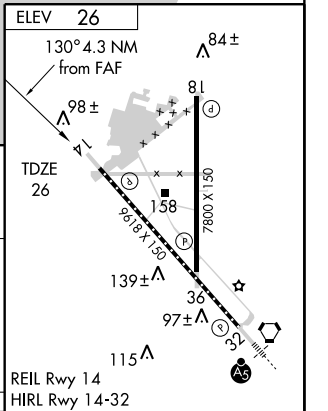
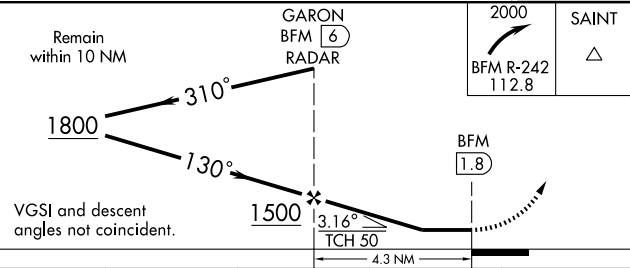
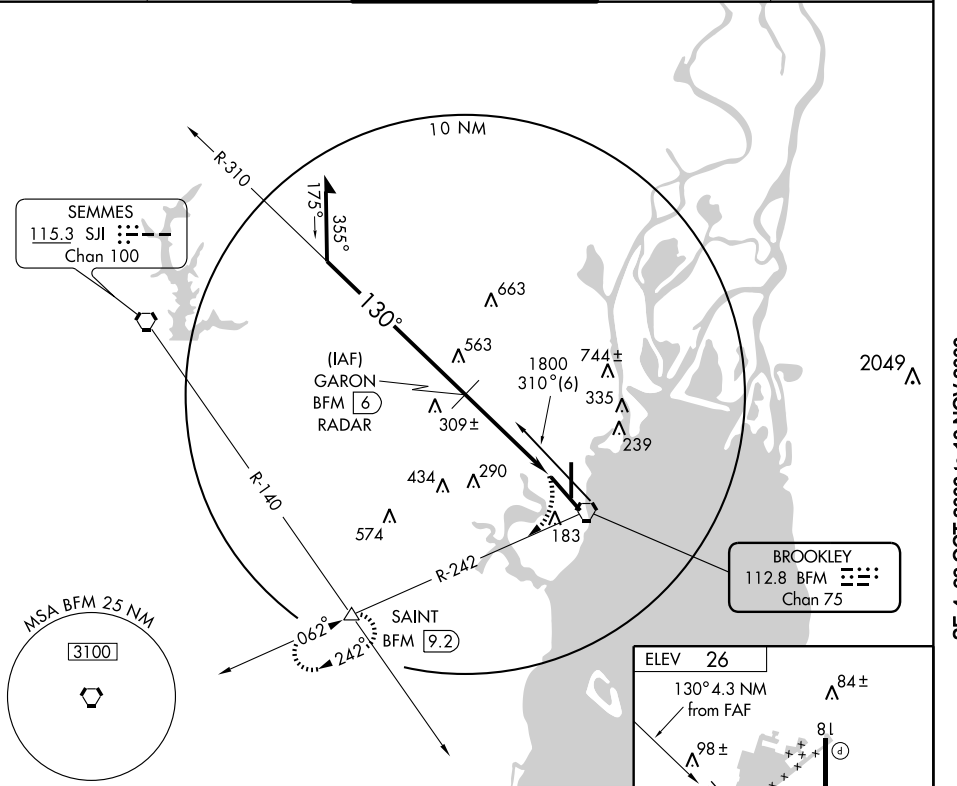
Apt Elev

26

▼RADAR or DME Required.

MISSED APPROACH: Climbing right turn to 2000 via BFM R-242 to SAINT INT/9.2 DME and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) 251.1	121.7 239.3	122.95



CATEGORY	A	B	C	D
S-14	540-1	514 (600-1)	540-1½ 514 (600-1½)	540-1¾ 514 (600-1¾)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

ELEV 26

130° 4.3 NM from FAF

TDZE 26

REIL Rwy 14

HIRL Rwy 14-32

MIRL Rwy 18-36

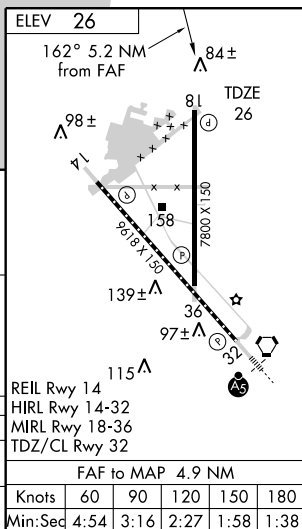
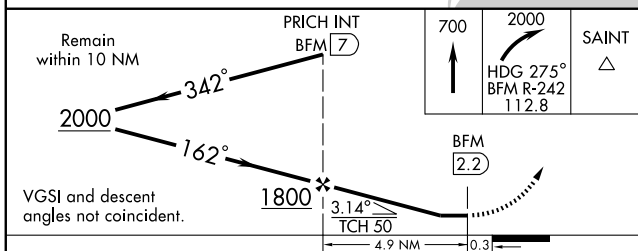
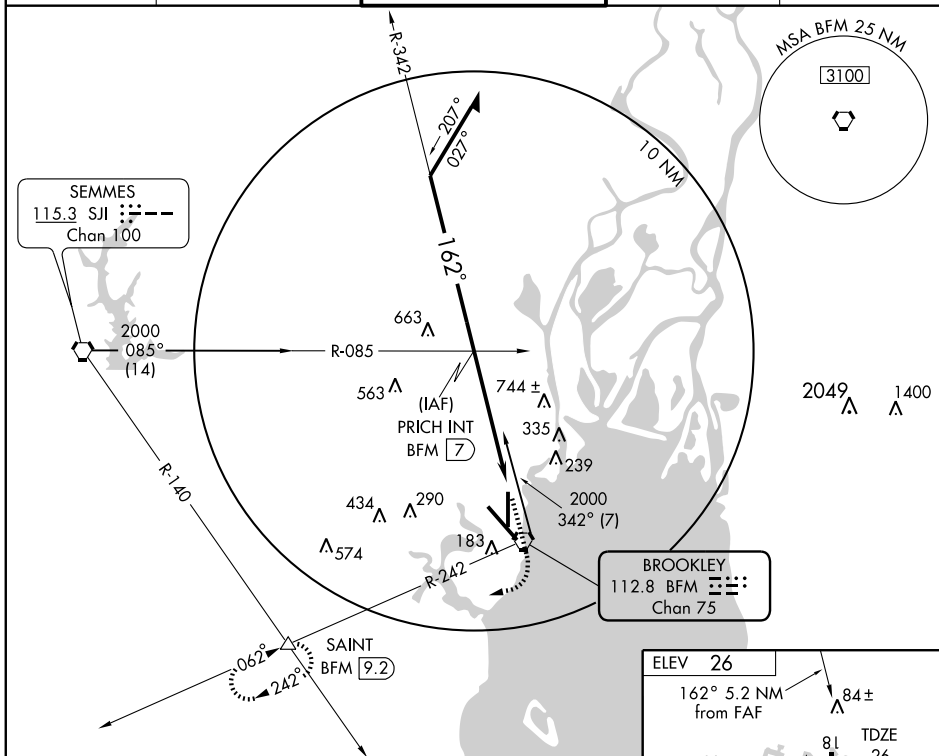
TDZ/CL Rwy 32

FAF to MAP 4.3 NM

Knots 60 90 120 150 180

Min:Sec 4:18 2:52 2:09 1:43 1:26

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 275° and BFM R-242 to SAINT INT/9.2 DME and hold.

UNICOM
122.95

VORTAC BFM	APP CRS	Rwy Idg	9618
112.8	333°	TDZE	25
Chan 75		Apt Elev	26

VOR RWY 32

MOBILE DOWNTOWN (BFM)

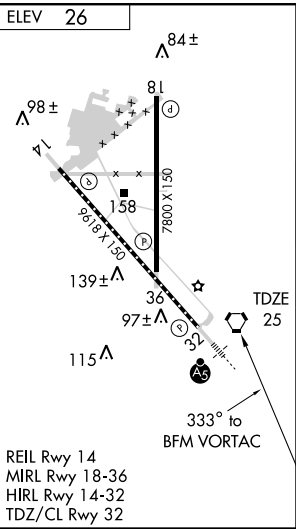
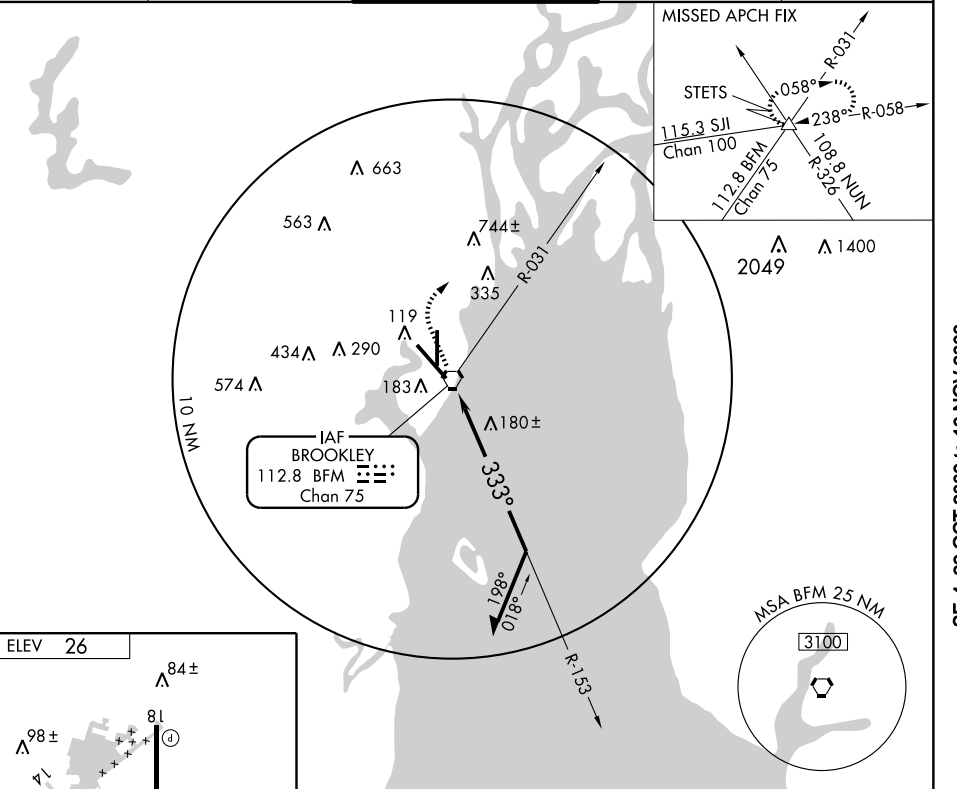
⚠

When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all MDA 60 feet.
When using local altimeter setting or Mobile Rgnl altimeter setting, inoperative table does not apply to Cat D.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 via heading 040° and BFM VORTAC R-031 to STETS INTand hold.

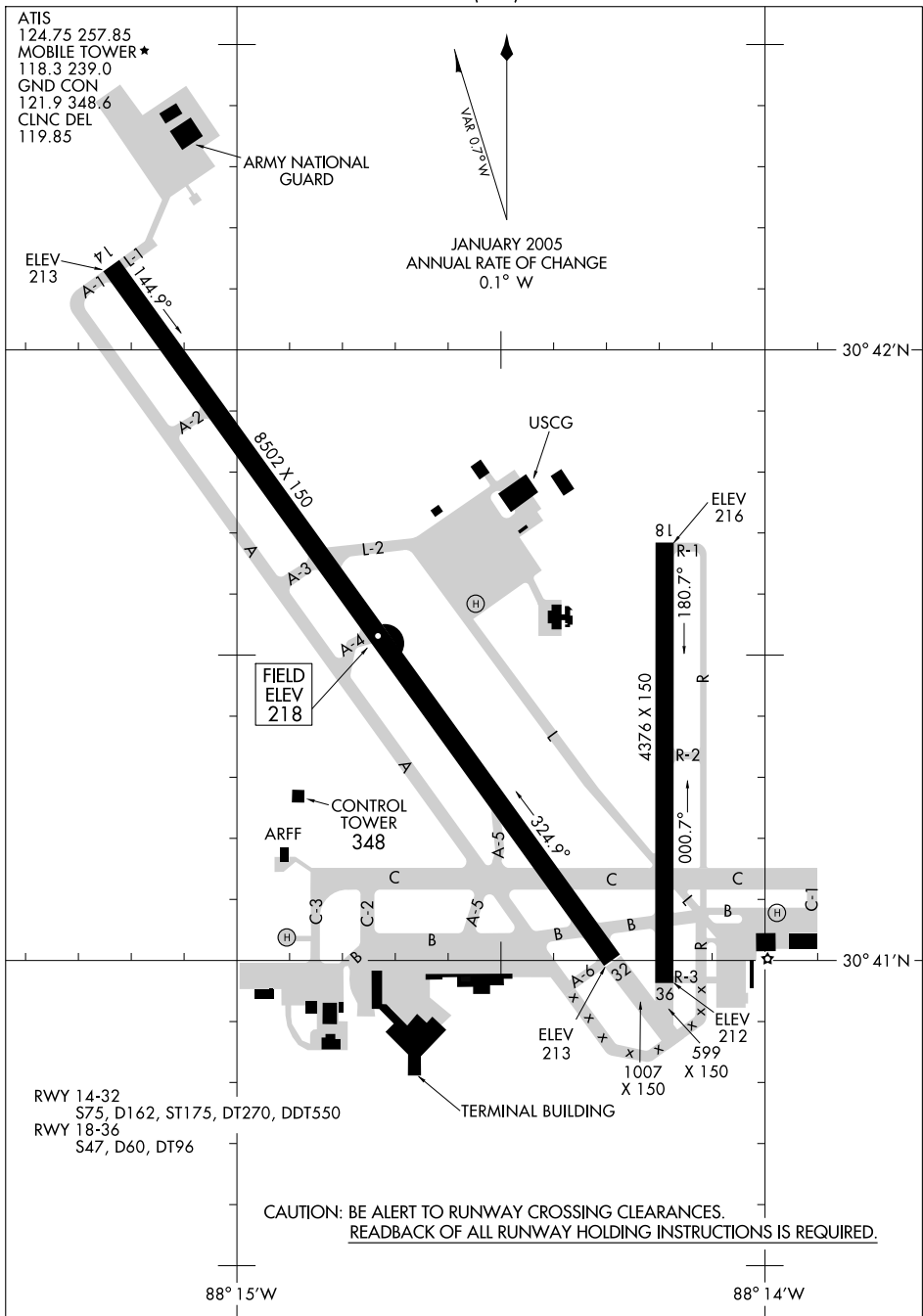
ATIS 135.575	MOBILE APP CON ★ 118.5 269.3	DOWNTOWN TOWER ★ 118.8 (CTAF) 251.1	GND CON 121.7 239.3	UNICOM 122.95
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600	2000	STETS	VORTAC	Remain within 10 NM
↑	HG 040° BFM R-031 112.8	△	153° 1800 333° BFM 1.3	
			0.1 1.3	
CATEGORY	A	B	C	D
S-32	540/24	515 (600-1/2)	540/50 515 (600-1)	540-1 3/4 515 (600-1 3/4)
CIRCLING	540-1	514 (600-1)	540-1 1/2 514 (600-1 1/2)	580-2 554 (600-2)

AIRPORT DIAGRAM

AL-267 (FAA)

MOBILE RGNL (MOB)
MOBILE, ALABAMA

LOC I-MOB 109.9	APP CRS 142°	Rwy Idg TDZE Apt Elev	8502 215 219
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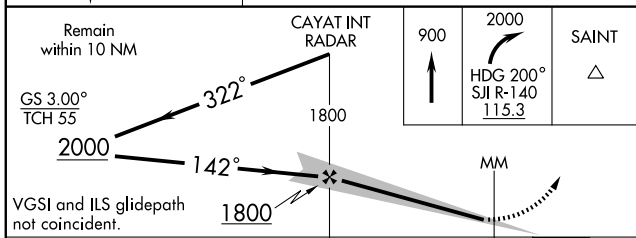
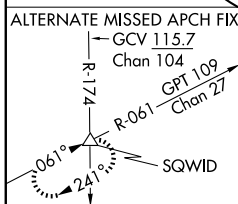
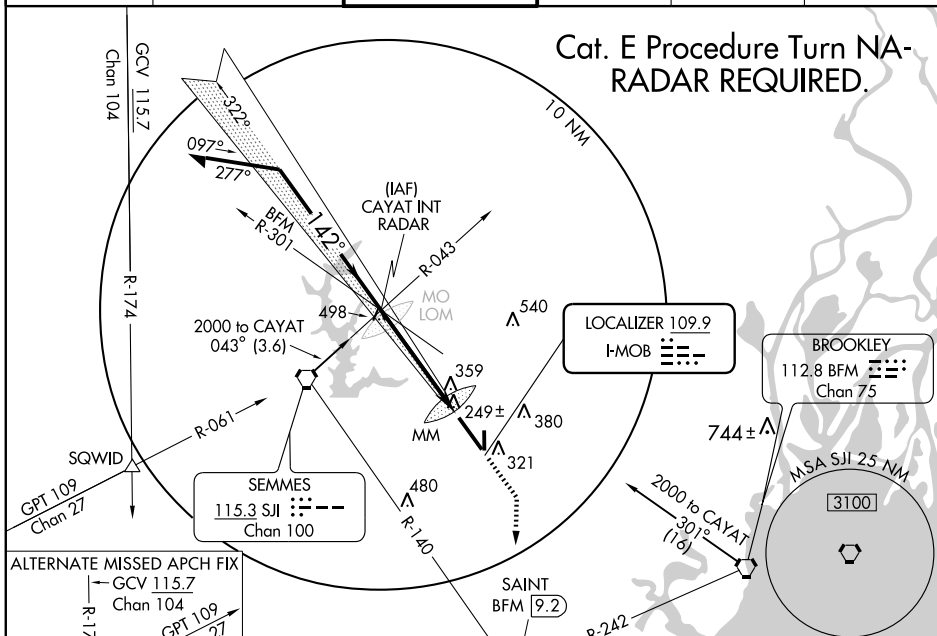
ILS or LOC RWY 14
MOBILE RGNL (MOB)

ASR For inoperative MALSR, increase S-ILS 14 Cat. E visibility to RVR 4000, and S-LOC 14 Cat. E visibility to RVR 6000. *Cats A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

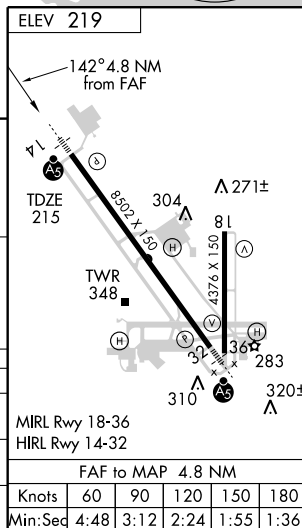


MISSED APPROACH: Climb to 900, then climbing right turn to 2000 via heading 200° and SJI VORTAC R-140 to SAINT Int/BFM 9.2 DME and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 0 239.0	121.9 348.6	119.85	122.95



				4.3 NM	0.4	
CATEGORY	A	B	C	D	E	
S-ILS 14	*415/24 200 (200-½)					
S-LOC 14	540/24 325 (400-½)			540/40 325 (400-¾)		
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)		780-2 561 (600-2) NA	



ILS or LOC RWY 32

MOBILE RGNL (MOB)

LOC I-ATE
111.5

APP CRS
322°

Rwy Idg **8502**
TDZE **219**
Apt Elev **219**

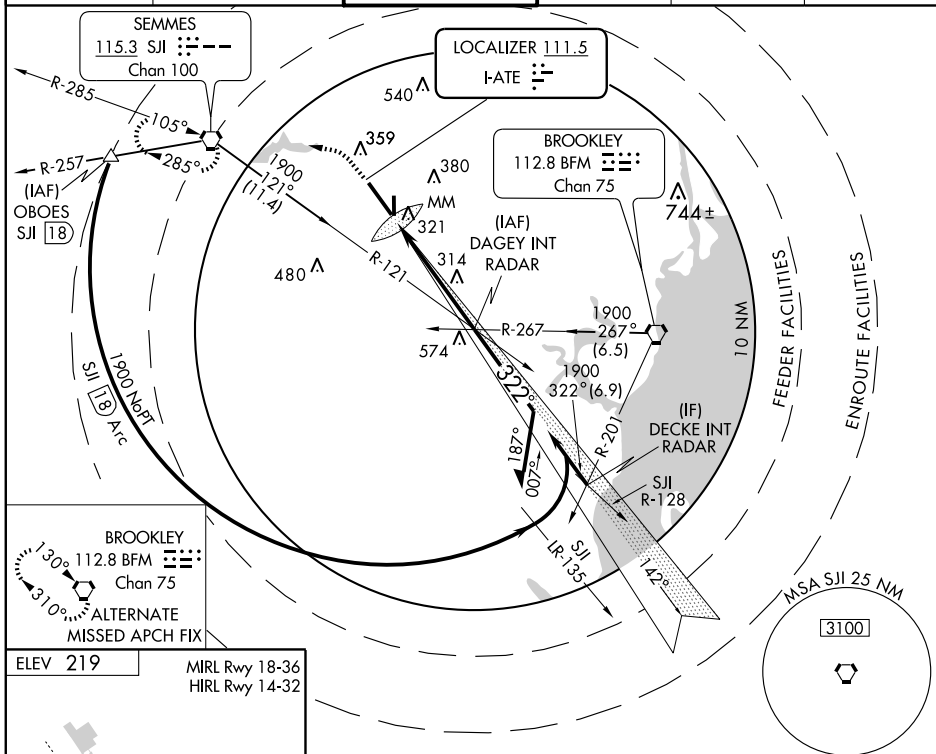
For inoperative MALS, increase S-LOC Cat. D visibility to 1 mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS

ASR

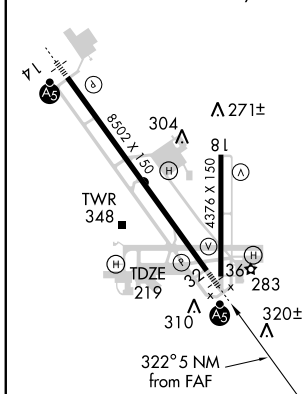
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS 124.75 257.85	MOBILE APP CON * 118.5 269.3	MOBILE TOWER * 118.3 (CTAF) 0 239.0	GND CON 121.9 348.6	CLNC DEL 119.85	UNICOM 122.95
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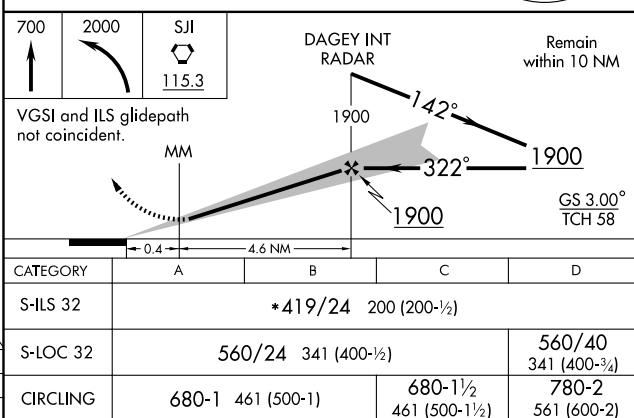


ELEV 219

MIRL Rwy 18-36
HIRL Rwy 14-32



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



▼

ASR

MALS R

AS

1

2

3

4

5

6

7

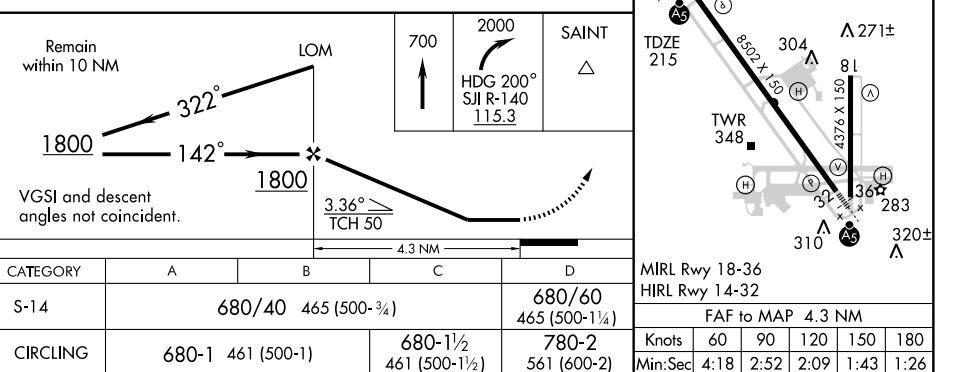
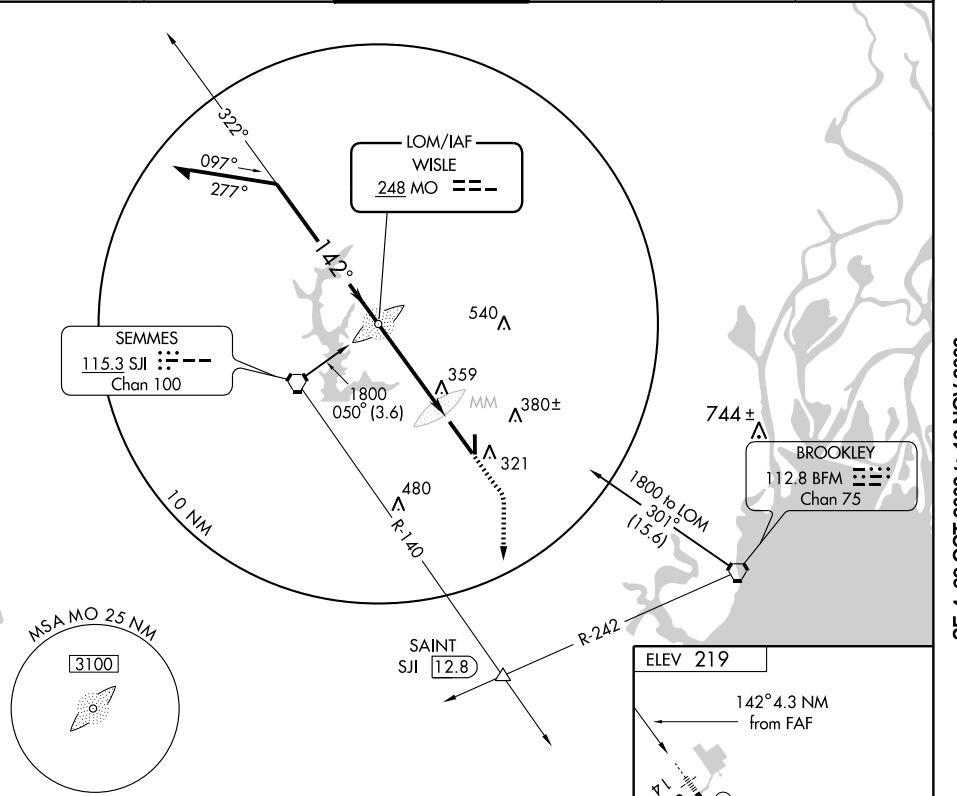
8

9

10

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int.

<div>ATIS</div> <div>124.75 257.85</div>	<div>MOBILE APP CON ★</div> <div>118.5 269.3</div>	<div>MOBILE TOWER ★</div> <div>118.3 (CTAF) 239.0</div>	<div>GND CON</div> <div>121.9 348.6</div>	<div>CLNC DEL</div> <div>119.85</div>	<div>UNICOM</div> <div>122.95</div>
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WAAS
CH **97506**
W14A

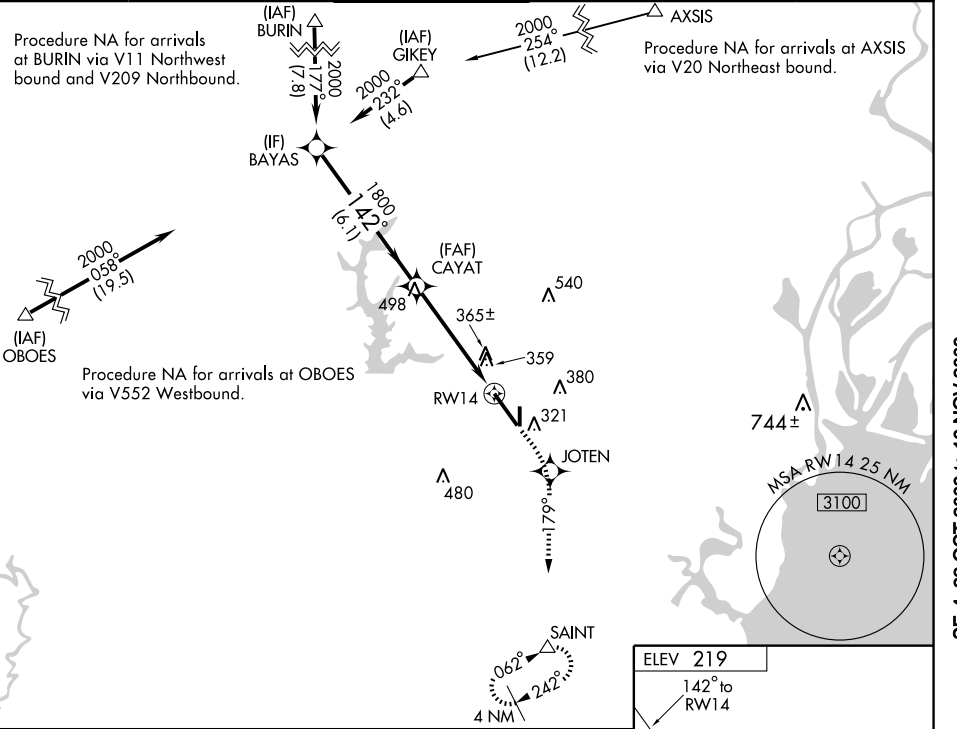
APP CRS
142°

Rwy Idg
TDZE **8502**
Apt Elev **215**
219

For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR
MISSED APPROACH: Climb to 2000 direct JOTEN and via 179° track to SAINT and hold.

ATIS 124.75 257.85	MOBILE APP CON ★ 118.5 269.3	MOBILE TOWER ★ 118.3 (CTAF) 239.0	GND CON 121.9 348.6	CLNC DEL 119.85	UNICOM 122.95
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BAYAS

VGSI and RNAV glidepath not coincident.

2000

142°

CAYAT

1800

6.1 NM

3.6 NM

1.1 NM

RW14

* LNAV only

* 1.1 NM to RW14

2000 JOTEN

179° TRK SAINT

TDZE 215

TWR 348

8502 X 150

304

271±

81

4376 X 150

362

283

310

320±

CATEGORY	A	B	C	D
LPV DA	465/24		250 (300-½)	
LNAV/ VNAV DA	650/50		435 (500-1)	
LNAV MDA	620/24 405 (500-½)		620/40 405 (500-¾)	620/50 405 (500-1)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-½)	780-2 561 (600-2)

MIRL Rwy 18-36
HIRL Rwy 14-32

SE-4: 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4376
178°	TDZE	217
	Apt Elev	219

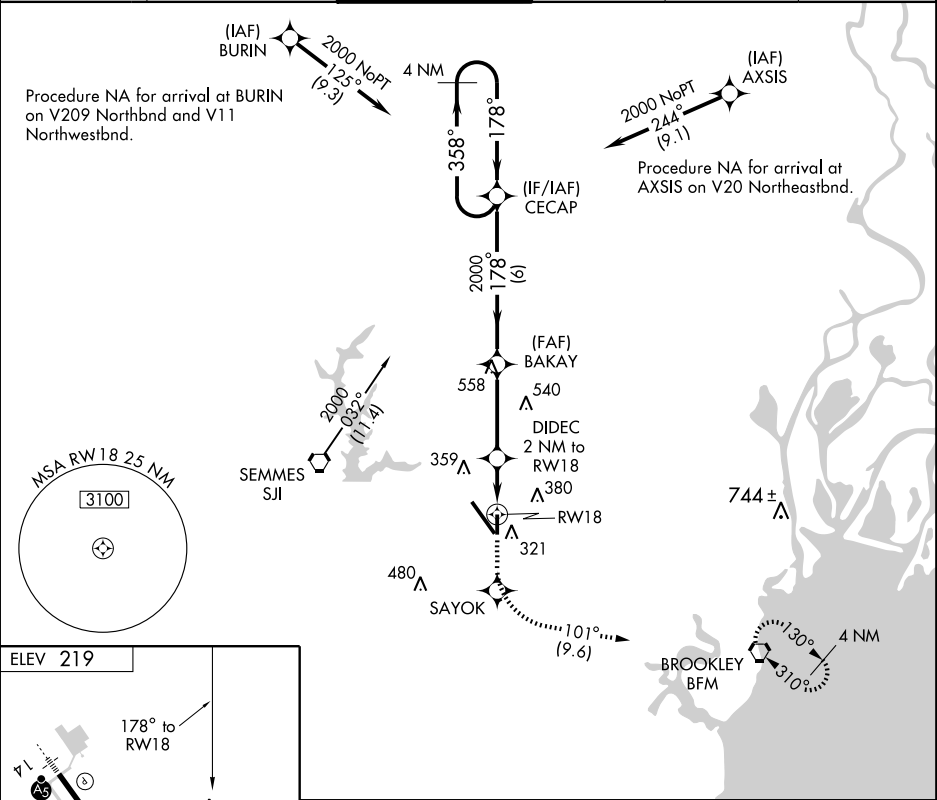
RNAV (GPS) RWY 18

MOBILE RGNL (MOB)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
When VGSI inop, straight-in/circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 2000 direct SAYOK WP and left turn via 101° track to BFM VORTAC and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95



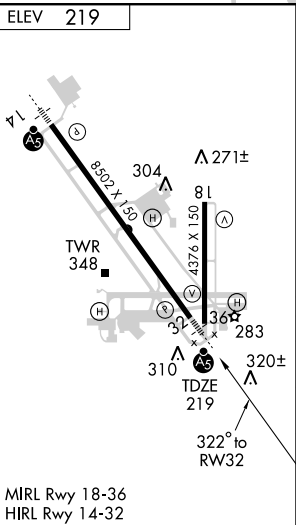
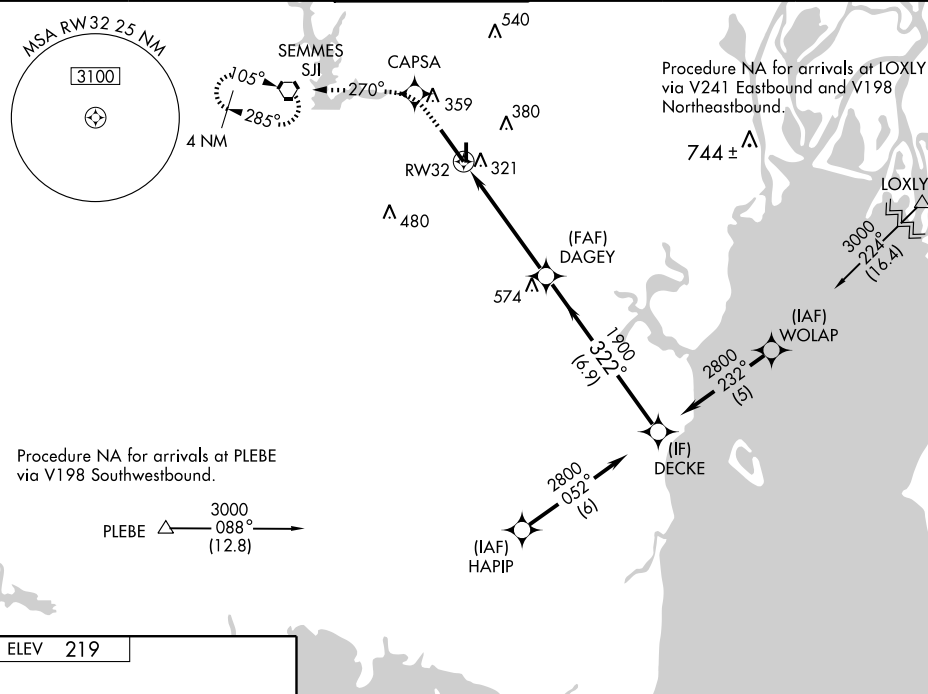
CATEGORY	A		B		C		D	
	LNAV MDA		640-1 423 (500-1)		640-1¼ 423 (500-1¼)			
	CIRCLING		680-1 461 (500-1)		680-1½ 461 (500-1½)		780-2 561 (600-2)	

WAAS	APP CRS	Rwy Idg	8502
CH 69306	322°	TDZE	219
W32A		Apt Elev	219

⚠ DME/DME RNP-0.3 NA. Circling Rwy 18 NA at night. For inoperative MALSRL, increase LPV all Cats. visibility to 1 and LNAV Cat. D visibility to 1 1/4. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below ASR -15°C (5°F) or above 48°C (118°F).

MALSRL
⚠ MISSED APPROACH: Climb to 2000 direct CAPSA and via 270° track to SJI VORTAC and hold.

ATIS	MOBILE APP CON *	MOBILE TOWER *	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3(CTAF) 239.0	121.9 348.6	119.85	122.95



2000	CAPSA	270° TRK	SJI	VGSI and RNAV glidepath not coincident.	DECKE
*LNAV only.	*1 NM to RW32				2800
					Procedure Turn NA
					GS 3.00°
					TCH 58
CATEGORY	A	B	C	D	
LPV DA	510/24	291 (300-1/2)			
LNAV/VNAV DA	586/40	367 (400-3/4)			
LNAV MDA	580/24	361 (400-1/2)			
CIRCLING	680-1	461 (500-1)	680-1 1/2 461 (500-1 1/2)	780-2 561 (600-2)	

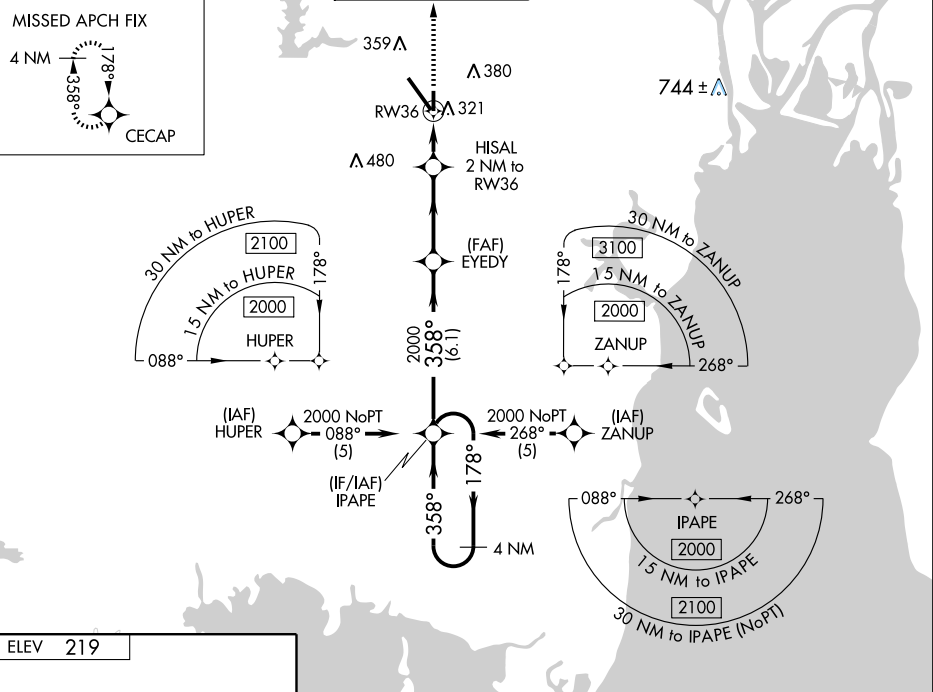
WAAS CH 50215 W36A	APP CRS 358°	Rwy Idg TDZE 216 Apt Elev 219
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ASR

Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CECAP and hold.

ATIS 124.75 257.85	MOBILE APP CON ★ 118.5 269.3	MOBILE TOWER ★ 118.3 (CTAF) 0 239.0	GND CON 121.9 348.6	CLNC DEL 119.85	UNICOM 122.95
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2000 ↑	CECAP 	VGSI and RNAV glidepath not coincident.			4 NM Holding Pattern
<div>*LNAV only.</div> <div></div>					

VORTAC SJJ

115.3

Chan 100

APP CRS

104°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
219

VOR or TACAN-A

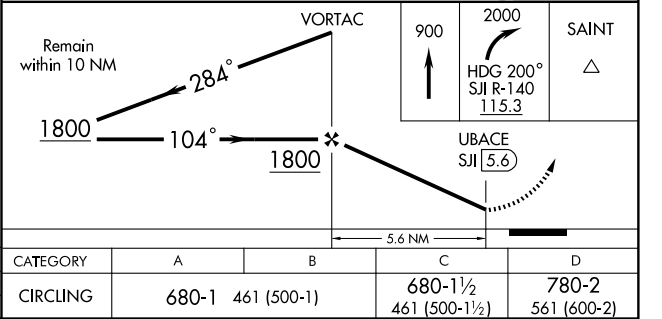
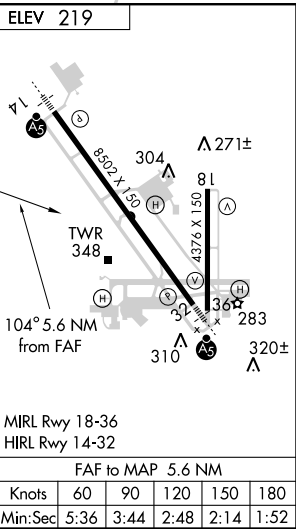
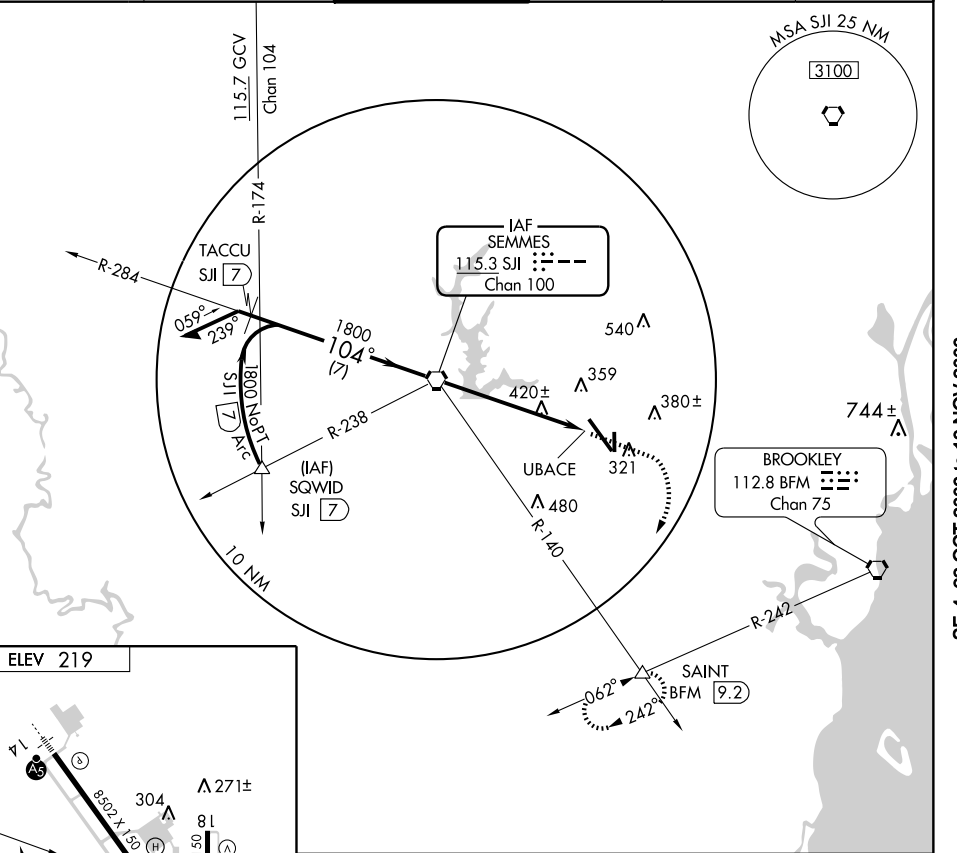
MOBILE RGNL (MOB)

ASR

Circling to Rwy 18 NA at night.


MISSED APPROACH: Climb to 900, then climbing right turn to 2000 via heading 200° and SJJ R-140 to SAINT Int/BFM 9.2 DME and hold.

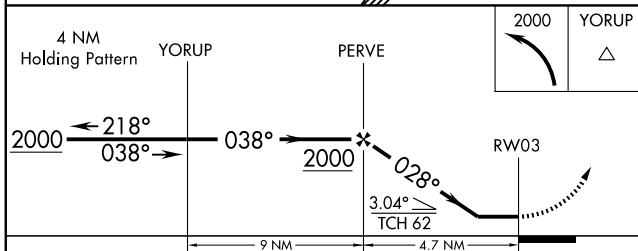
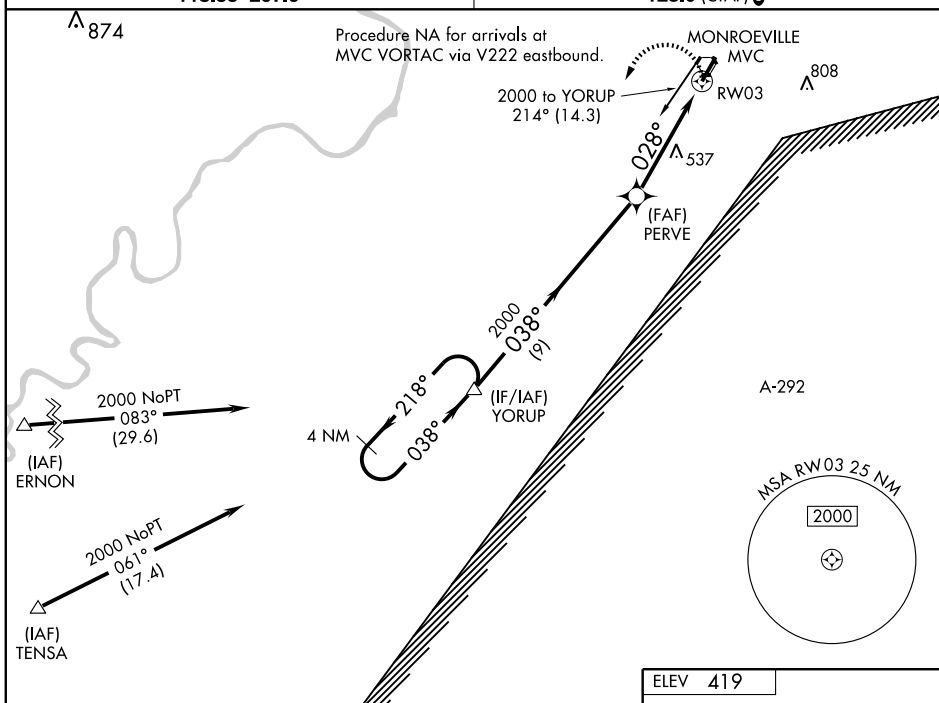
ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95



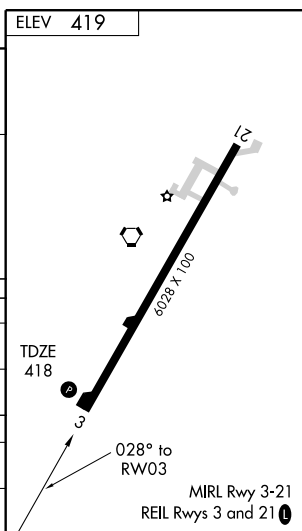
Rwy Idg	6028
TDZE	418
Apt Elev	419

MISSED APPROACH: Climbing left turn to 2000 direct YORUP and hold.

UNICOM
123.0 (CTAF) 



CATEGORY	A	B	C	D
RNAV MDA	840-1	422 (500-1)	840-1¼	422 (500-1¼)
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS				
RNAV MDA	900-1	482 (500-1)	900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)
CIRCLING	900-1	481 (500-1)	980-1½ 561 (600-1½)	1020-2 601 (700-2)



APP CRS	Rwy Idg	6028
208°	TDZE	419
	Apt Elev	419

RNAV (GPS) RWY 21


MONROEVILLE/MONROE COUNTY(MVC)

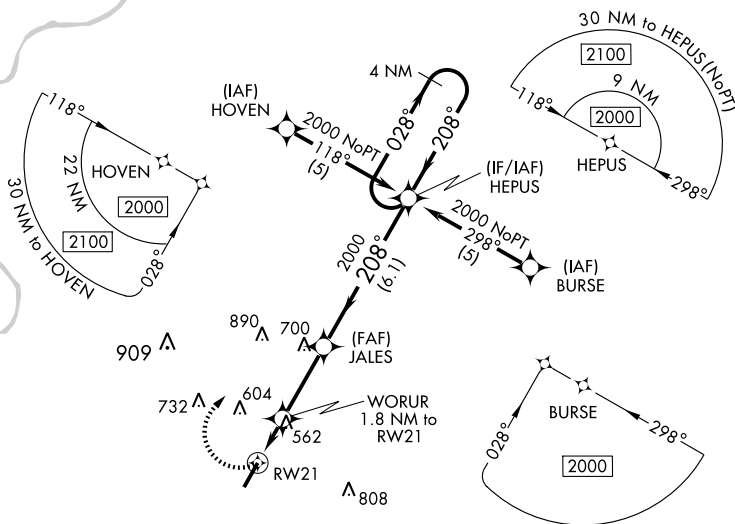


DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Middleton Field altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct HEPUS and hold.

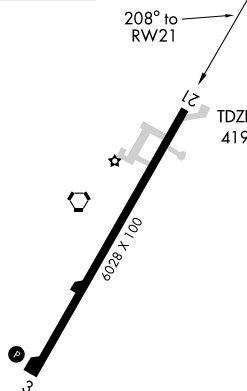
ATLANTA CENTER
118.55 267.9

UNICOM
123.0 (CTAF) 

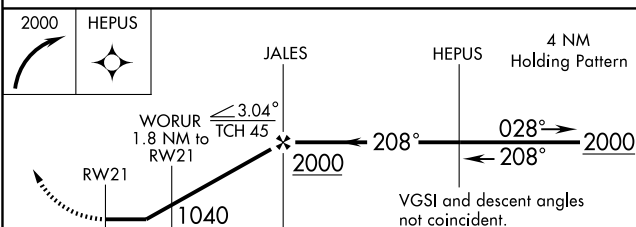


SE-4. 22 OCT 2009 to 19 NOV 2009

ELEV 419



MIRL Rwy 3-21
REIL Rwys 3 and 21



	1.8 NM	3 NM	6.1 NM	
CATEGORY	A	B	C	D
LNAV/MDA	880-1	461 (500-1)	880-1 $\frac{1}{4}$ 461 (500-1 $\frac{1}{4}$)	880-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$)
CIRCLING	880-1	461 (500-1)	920-1 $\frac{1}{2}$ 501 (600-1 $\frac{1}{2}$)	980-2 561 (600-2)
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS				
LNAV/MDA	940-1	521 (600-1)	940-1 $\frac{1}{2}$ 521 (600-1 $\frac{1}{2}$)	940-1 $\frac{3}{4}$ 521 (600-1 $\frac{3}{4}$)
CIRCLING	940-1	521 (600-1)	980-1 $\frac{1}{2}$ 561 (600-1 $\frac{1}{2}$)	1020-2 601 (700-2)

VOR RWY 3

VORTAC MVC	APP CRS	Rwy Idg	6028
116.8	018°	TDZE	418
Chan 115		Apt Elev	419

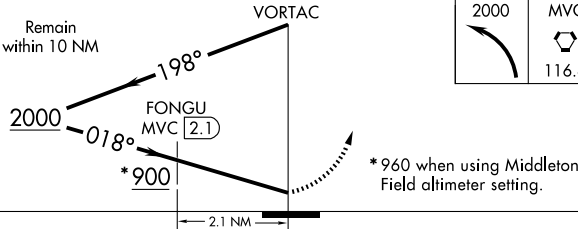
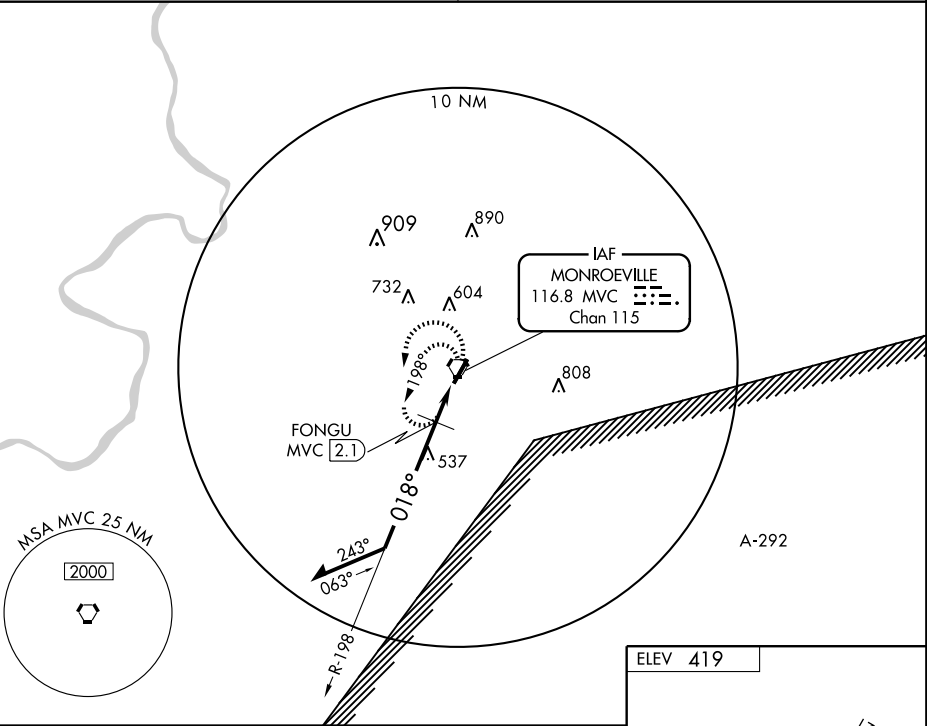
MONROEVILLE / MONROE COUNTY (MVC)

Obtain local altimeter setting on CTAF, when not received, use Middleton Field altimeter setting and increase all MDAs 60 feet and S-3 visibility Cats C and D ¼ mile, and FONGU fix minimums increase S-3 visibility Cat D ¼ mile. Visibility reduction by helicopters NA.

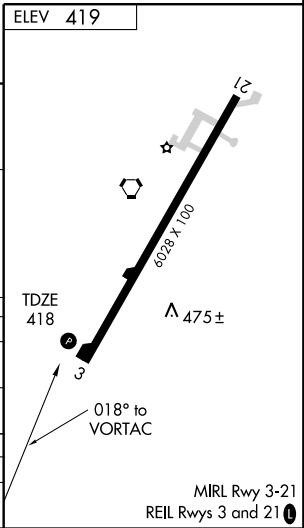
MISSED APPROACH: Climbing left turn to 2000 in MVC VORTAC holding pattern.

ATLANTA CENTER
118.55 267.9

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-3	900-1	482 (500-1)	900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)
CIRCLING	900-1	481 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)
FONGU FIX MINIMUMS				
S-3	820-1	402 (500-1)	820-1¼ 402 (500-1¼)	980-2
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)



VORTAC MVC	APP CRS	Rwy Idg	6028
116.8	215°	TDZE	419
Chan 115		Apt Elev	419

VOR RWY 21

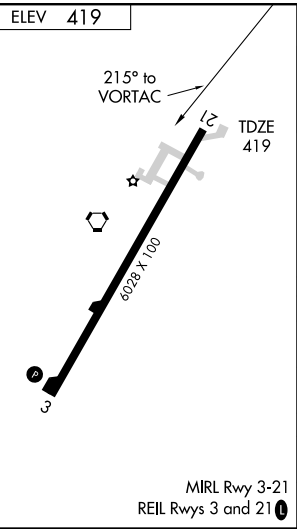
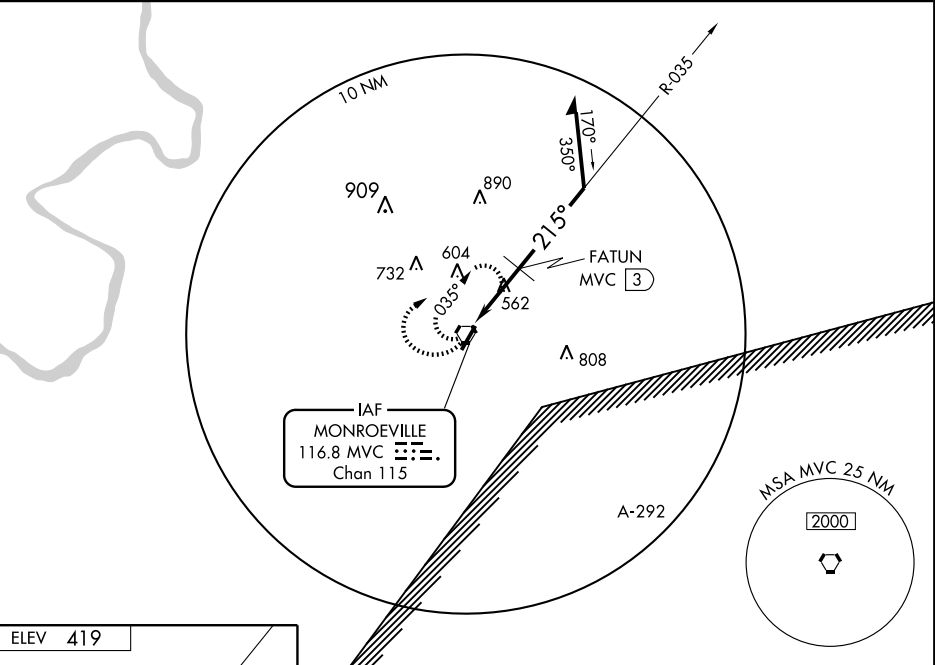
MONROEVILLE / MONROE COUNTY (MVC)

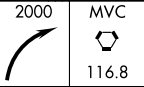
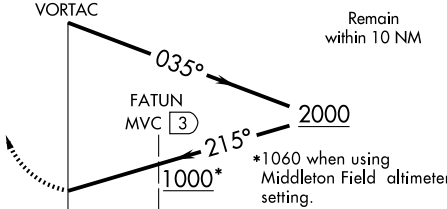
Obtain local altimeter setting on CTAF, when not received, use Middleton Field altimeter setting and increase all MDAs 60 feet and S-21 visibility Cats. C and D ¼ mile and circling Cat. C visibility ¼ mile, and FATUN fix minimums increase S-21 visibility Cats. C and D ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climbing right turn to 2000 in MVC VORTAC holding pattern.

ATLANTA CENTER
118.55 267.9

UNICOM
123.0 (CTAF) 0



																
<table><tr><th>CATEGORY</th><th>A</th><th>B</th><th>C</th><th>D</th></tr><tr><td>S-21</td><td>1000-1</td><td>581 (600-1)</td><td>1000-1½ 581 (600-1½)</td><td>1000-1¾ 581 (600-1¾)</td></tr><tr><td>CIRCLING</td><td>1000-1</td><td>581 (600-1)</td><td>1000-1½ 581 (600-1½)</td><td>1000-2 581 (600-2)</td></tr></table>		CATEGORY	A	B	C	D	S-21	1000-1	581 (600-1)	1000-1½ 581 (600-1½)	1000-1¾ 581 (600-1¾)	CIRCLING	1000-1	581 (600-1)	1000-1½ 581 (600-1½)	1000-2 581 (600-2)
CATEGORY	A	B	C	D												
S-21	1000-1	581 (600-1)	1000-1½ 581 (600-1½)	1000-1¾ 581 (600-1¾)												
CIRCLING	1000-1	581 (600-1)	1000-1½ 581 (600-1½)	1000-2 581 (600-2)												
FATUN FIX MINIMUMS																
S-21	880-1	461 (500-1)	880-1¼ 461 (500-1¼)	880-1½ 461 (500-1½)												
CIRCLING	880-1	461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)												

19071

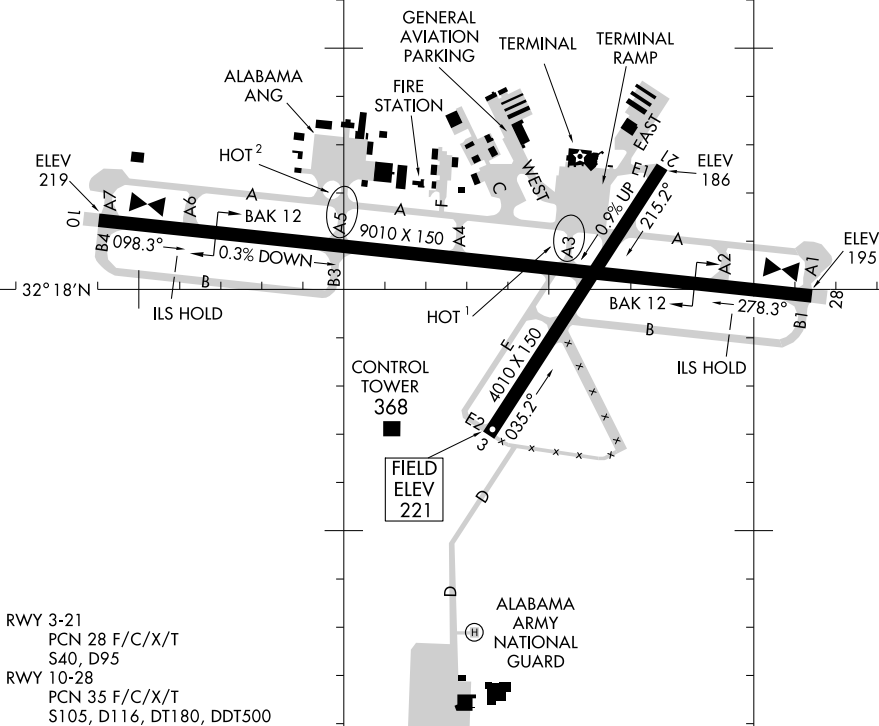
AIRPORT DIAGRAM

AL-272 (FAA) MONTGOMERY RGNL (DANNELLY FIELD)(MGM)
MONTGOMERY, ALABAMA

ATIS
120.675
DANNELLY TOWER ★
119.7 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

VAR 2.3° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 22 OCT 2009 to 19 NOV 2009

MONTGOMERY REGIONAL (DANNELLY FIELD) (KMGM)

▼* For inop MALSR incr vis all CATs to RVR 40.
 **For inop MALSR, incr CAT C vis to RVR 50, CAT DE
 RVR 60.
 ***Circling not authorized for CAT E N of Rwy 10-28.



MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue to 3500 via MGM R-126 to SHADY INT.

ATIS ★
120.675

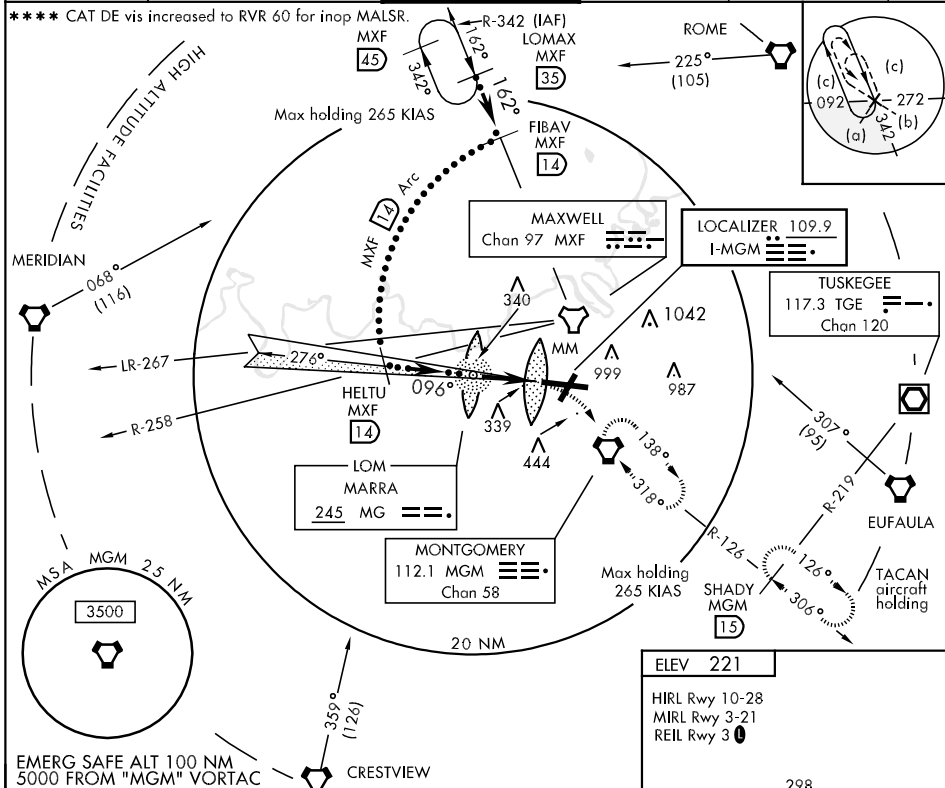
MONTGOMERY APP CON
121.2 380.225 N
124.0 363.025 S

MONTGOMERY TOWER ★
119.7(CTAF) L 360.85

GND CON
121.7 348.6

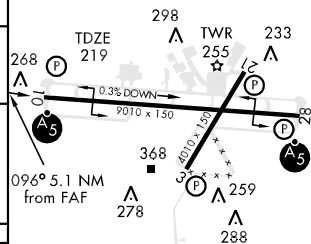
CLNC DEL
118.3 270.3ASR
ASOS

***** CAT DE vis increased to RVR 60 for inop MALSR.



ELEV 221

HIRL Rwy 10-28
MIRL Rwy 3-21
REIL Rwy 3 **L**



CATEGORY	C	D	E
S-ILS 10 *		419/24 200 (200-½)	
S-LOC 10 ***		600/40 381 (400-¾)	
CIRCLING ***	700-1½ 479 (500-1½)	800-2 579 (600-2)	
S-ASR 10 *****	600/40 381 (400-¾)	600/50 381 (400-1)	

FAF to MAP 4.5 NM					
Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

MGM 112.1 Chan 58	APCH CRS 133°	Rwy Idg TDZE Arpt Elev 9010 N/A 221
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JAL-272 [USAF]

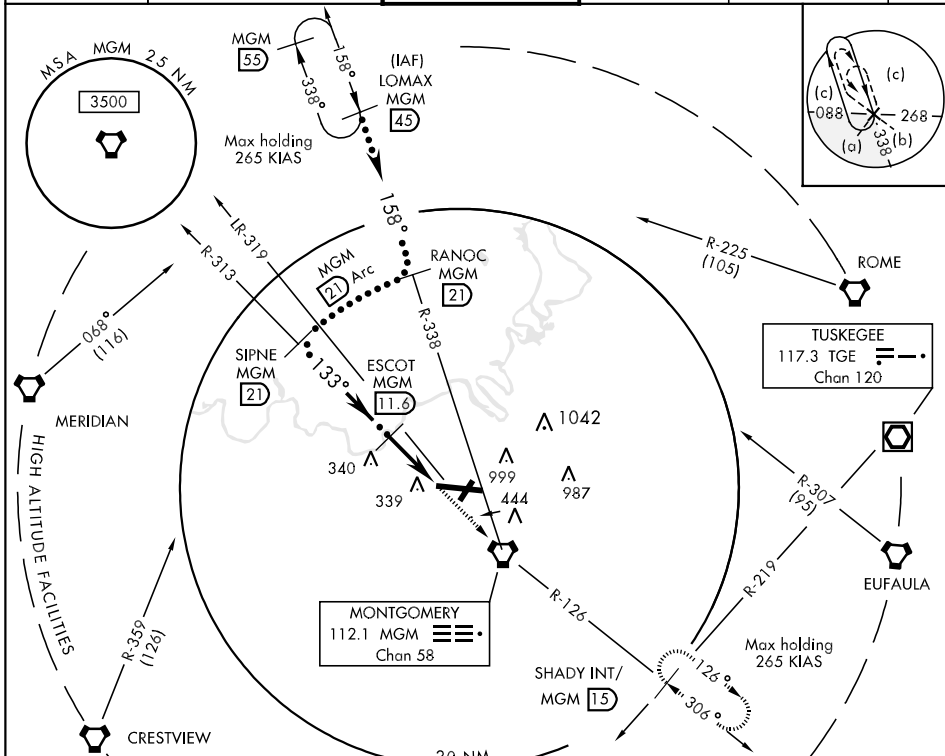
MONTGOMERY REGIONAL (DANNELLY FIELD) (KMG)

▼ * Circling not authorized for CAT E N of Rwy 10-28.

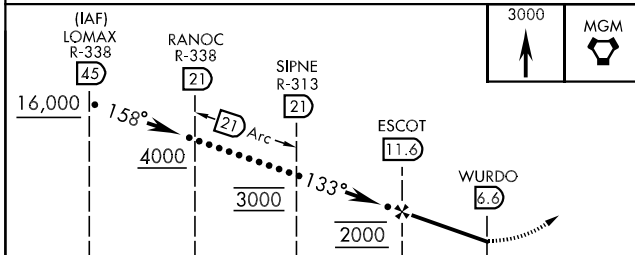


MISSED APPROACH: Climb to 3000 direct
MGM VORTAC. Continue climb to 3500
via MGM R-126 to SHADY INT and hold.

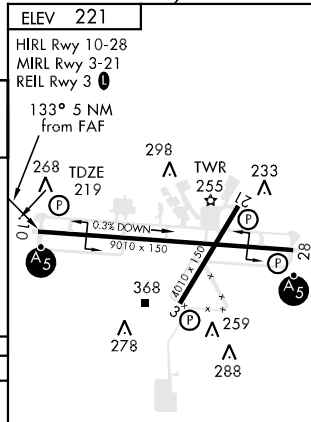
ATIS ★ 120.675	MONTGOMERY APP CON 121.2 380.225 N 124.0 363.025 S	MONTGOMERY TOWER ★ 119.7(CTAF) 0360.85	GND CON 121.7 348.6	CLNC DEL 118.3 270.3	ASR ASOS
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EMERG SAFE ALT 100 NM
5000 FROM "MGM" VORTAC



CATEGORY	C	D	E
CIRCLING *	700-1½ 479 (500-1½)	800-2	579 (600-2)



⚠

Circling NA for Cat. E North of Rwy 10-28. For inoperative MALSR, increase S-ILS-28 Cat. E visibility to RVR 4000 and S-LOC-28 Cat. E visibility to RVR 6000. * Vis Cats. A/B/C/D

⚠

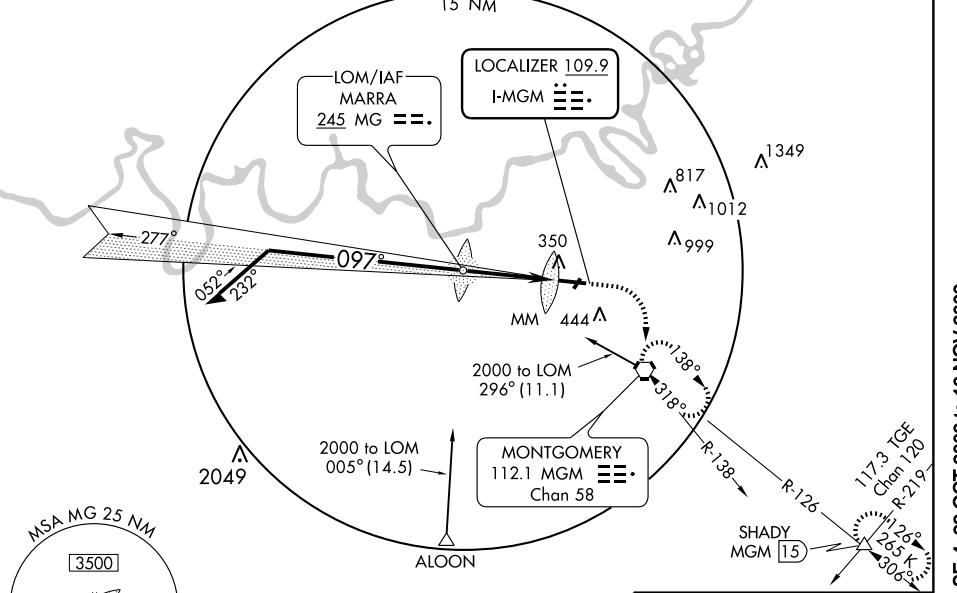
ASR RVR 1800 authorized with the use of FD or AP or HUD or DA.

MALSR
AS

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue climb to 3500 via MGM VORTAC R-126 to SHADY Int and hold.

ATIS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	DANNELLY TOWER ★ 119.7 (CTAF) 360.85	GND CON 121.7 348.6	CLNC DEL 118.3 270.3
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RADAR or ADF REQUIRED



ELEV 221

700 3000 MGM 112.1

↑ ↻

Remain within 15 NM

LOM 1936

277° 097°

2000

GS 3.00° TCH 50

4.5 NM 0.6

MM

285± TDZE 219 0.3% DOWN 9010 X 150 368 287 245±

097° 5.1 NM from FAF

AS

CATEGORY	A	B	C	D	E
S-ILS 10	★ 419/24 200 (200-½)				
S-LOC 10	600/24 381 (400-½)		600/40 381 (400-¾)		
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)		800-2 579 (600-2)

REIL Rwy 3

MIRL Rwy 3-21

HIRL Rwy 10-28

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4: 22 OCT 2009 to 19 NOV 2009

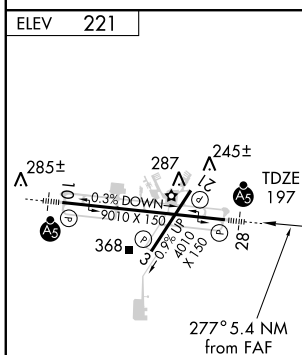
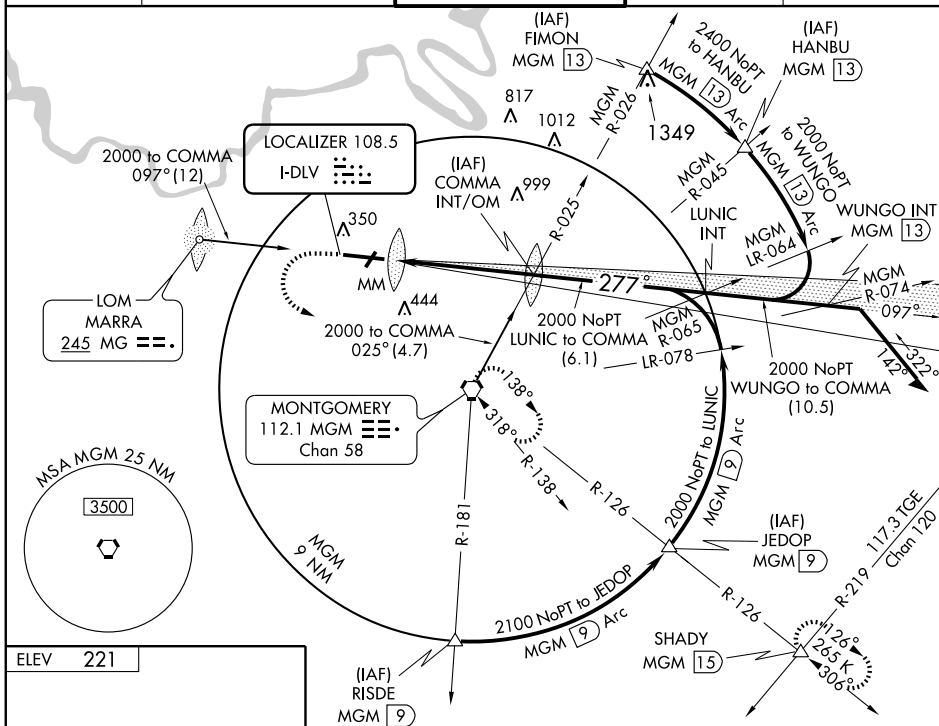
LOC I-DLV	APP CRS	Rwy Idg	9010
108.5	277°	TDZE	197
		Apt Elev	221

ILS or LOC RWY 28

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

Autopilot coupled approach not authorized below 842 MSL. Circling NA for Cat. E north of Rwy 10-28. For inoperative MALS, increase S-ILS-28 Cat. E visibility to $\frac{3}{4}$ and S-LOC-28 Cat. E visibility to $\frac{1}{4}$.	MALS 	MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue climb to 3500 via MGM VORTAC R-126 to SHADY Int and hold.
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ATIS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	DANNELLY TOWER ★ 119.7(CTAF) 360.85	GND CON 121.7 348.6	CLNC DEL 118.3 270.3
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REIL Rwy 3
MIRL Rwy 3-21
HIRL Rwy 10-28

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

	600	3000	MGM	COMMA	1982	097°	2000	277°	2000	GS 3.00°	TCH 55
			112.1	INT/OM							
CATEGORY	A	B	C	D	E						
S-ILS 28			397- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)							
S-LOC 28			580- $\frac{1}{2}$	383 (400- $\frac{1}{2}$)						580- $\frac{3}{4}$	383 (400- $\frac{3}{4}$)
CIRCLING			700-1	479 (500-1)						700-1 $\frac{1}{2}$	800-2 579 (600-2)
										479 (500-1 $\frac{1}{2}$)	

LOM MG	APP CRS	Rwy Idg	9010
<u>245</u>	<u>097°</u>	TDZE	219
		Apt Elev	221

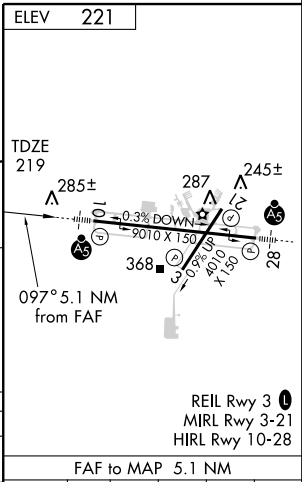
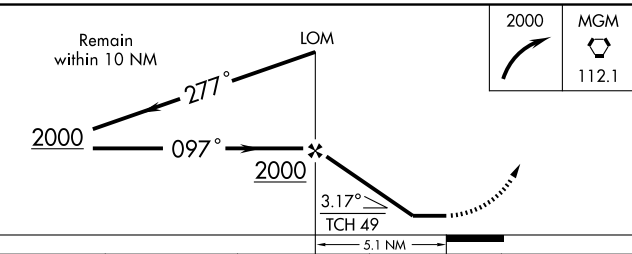
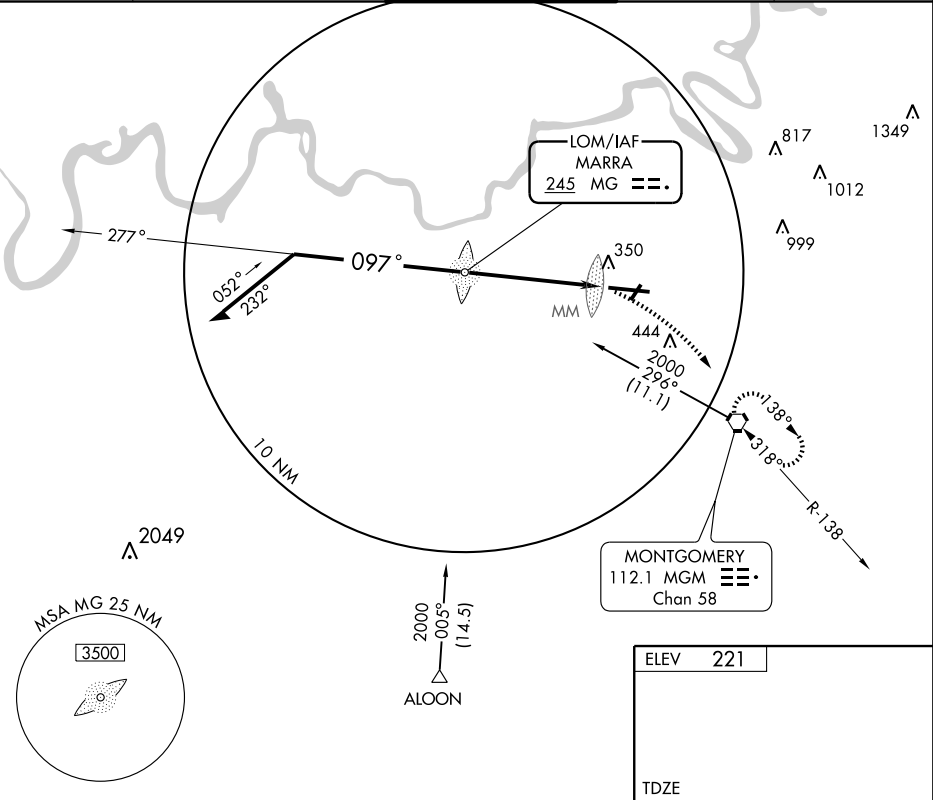
NDB RWY 10

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)



MISSED APPROACH: Climbing right turn to 2000 direct MGM VORTAC and hold.

ATIS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	DANNELLY TOWER ★ 119.7 (CTAF) 360.85	GND CON 121.7 348.6	CLNC DEL 118.3 270.3
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CATEGORY	A	B	C	D
S-10	700/40	481 (500-3/4)		700/60 481 (500-1/4)
CIRCLING	700-1	479 (500-1)	700-1 1/2 479 (500-1/2)	800-2 579 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

APP CRS	Rwy Idg	4010
034°	TDZE	221
	Apt Elev	221

RNAV (GPS) RWY 3

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

▼

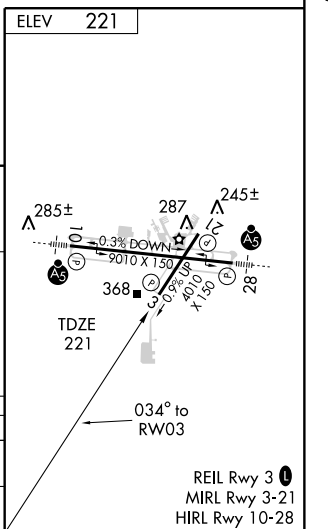
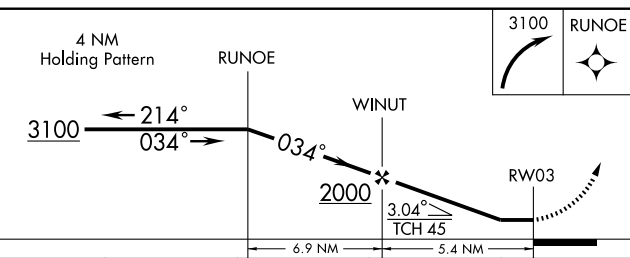
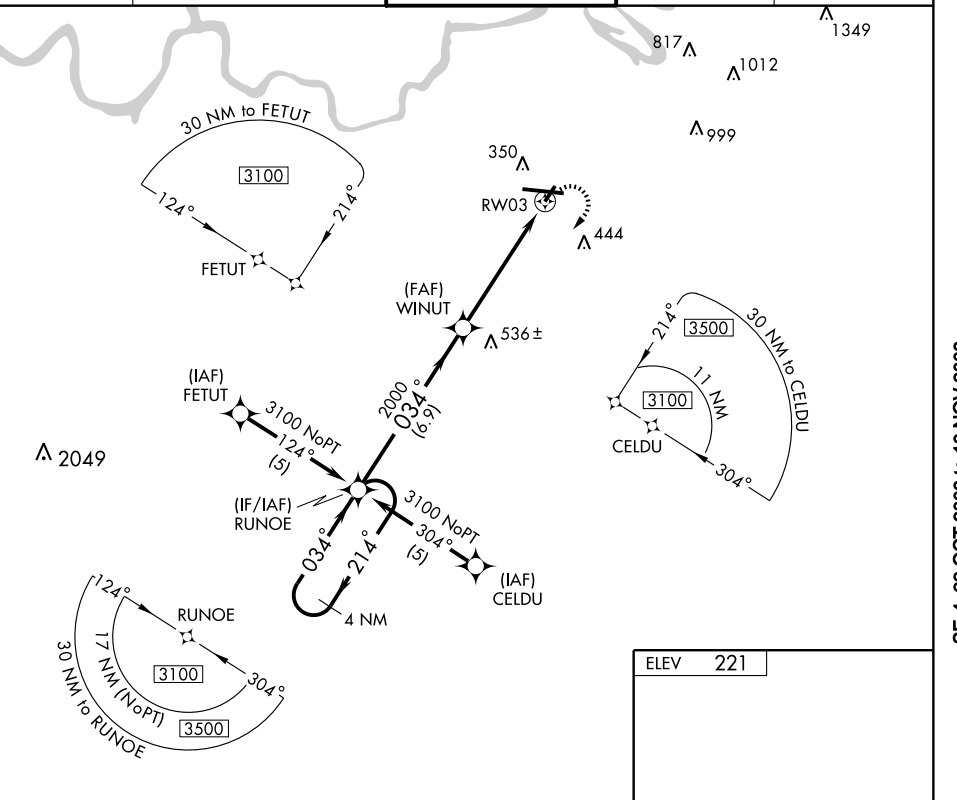
▲

ASR

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 21.

MISSED APPROACH: Climbing right turn
to 3100 direct RUNOE WP and hold.

ATIS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	DANNELLY TOWER ★ 119.7(CTAF) 360.85	GND CON 121.7 348.6	CLNC DEL 118.3 270.3
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CATEGORY	A	B	C	D
LNAB MDA	640-1	419 (500-1)	640-1¼	419 (500-1¼)
CIRCLING	700-1	479 (500-1)	700-1½ 479 (500-1½)	800-2 579 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 50100 W10A	APP CRS 097°	Rwy Idg TDZE Apt Elev	9010 219 221
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RNAV (GPS) RWY 10

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F).

For inoperative MALS, increase LPV Cat. E visibility to RVR 5000, LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 6000. Circling NA at night to Rwy 21.

ASR Circling NA for Cat. E North of Rwy 10-28.

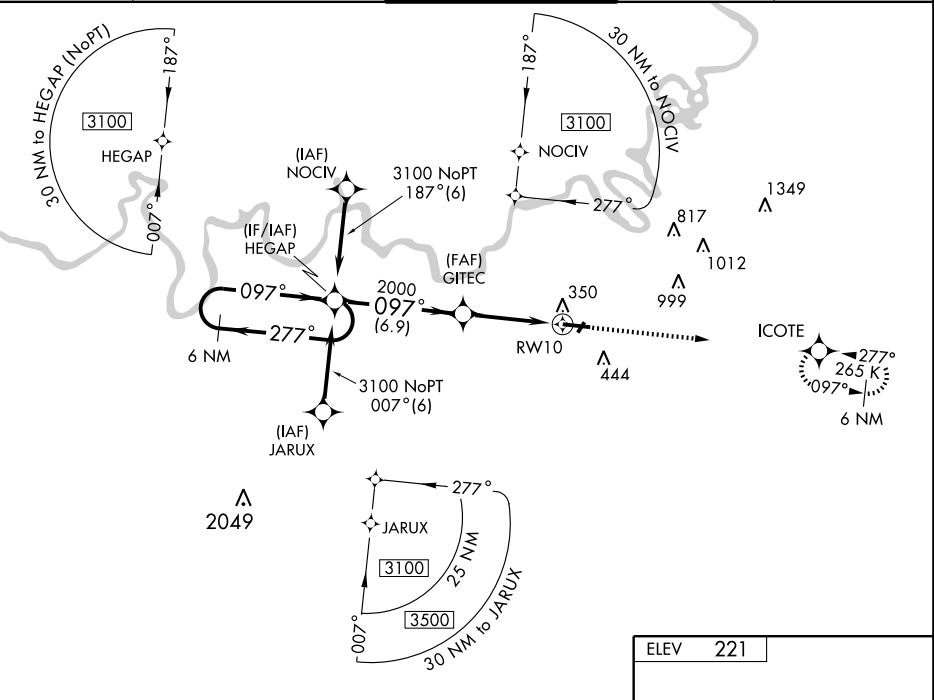
MALS

A5

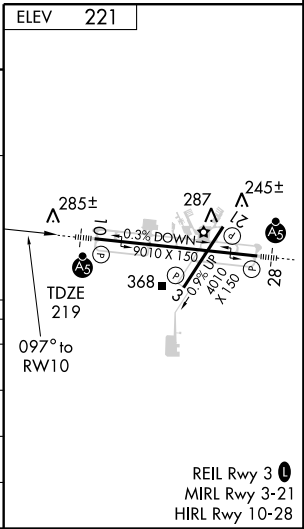
MISSED APPROACH:

Climb to 2600 direct ICOTE and hold.

ATIS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	DANNELLY TOWER ★ 119.7(CTAF) 360.85	GND CON 121.7 348.6	CLNC DEL 118.3 270.3
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6 NM Holding Pattern		* LNAV Only		2600	ICOTE
HEGAP		GITEC		* 1 NM to RW10	
3100		2000		RW10	
GS 3.00°		6.9 NM		4.3 NM	1 NM
CATEGORY	A	B	C	D	E
LPV DA	500/24		281 (300-½)		
LNAV/VNAV DA	600/40		381 (400-¾)		
LNAV MDA	600/24		381 (400-½)		600/50 381 (400-1)
CIRCLING	700-1¼ 479 (500-1¼)		700-1½ 479 (500-1½)		800-2 579 (600-2)




REIL Rwy 3
MIRL Rwy 3-21
HIRL Rwy 10-28

WAAS CH 56200 W28A	APP CRS 277°	Rwy Idg TDZE Apt Elev	9010 197 221
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RNAV (GPS) RWY 28

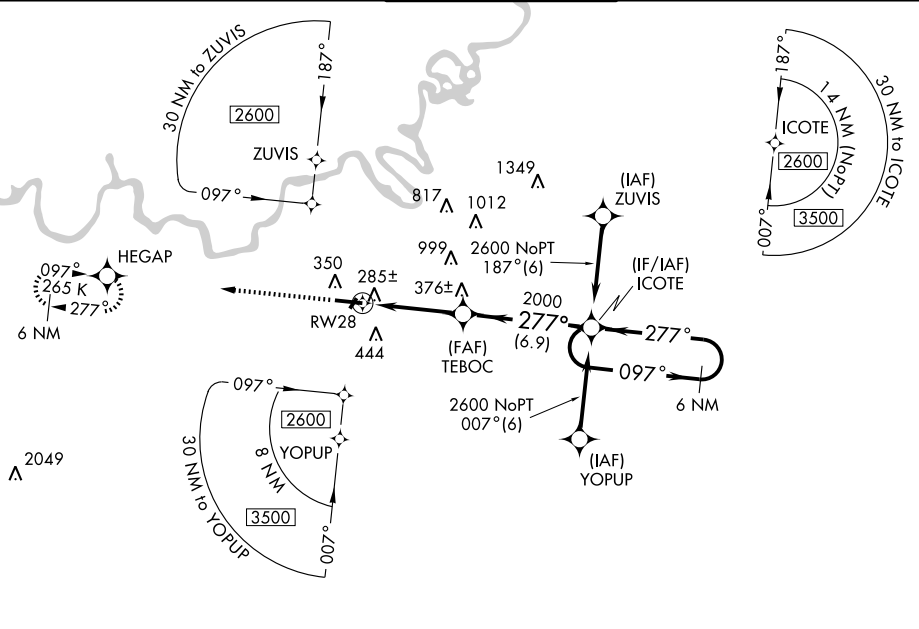
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

T GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F).
A For inoperative MALSR, increase LPV Cat. E visibility to 1 and LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 1¼. Circling NA at night to Rwy 21.
ASR Circling NA for Cat. E North of Rwy 10-28.

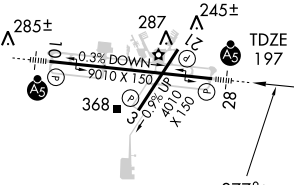
MALSR


MISSED APPROACH:
Climb to 3100 direct
HEGAP and hold.

ATIS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	DANNELLY TOWER ★ 119.7(CTAF) 360.85	GND CON 121.7 348.6	CLNC DEL 118.3 270.3
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ELEV 221




REIL Rwy 3-21
MIRL Rwy 3-21
HIRL Rwy 10-28

3100

↑

HEGAP



ICOTE

6 NM Holding Pattern

TEBOC

* 0.9 NM to RW28

RW28

* LNAV Only

0.9

4.5 NM

6.9 NM

277°

2000

097°

2600

277°

GS 3.00°

TCH 55

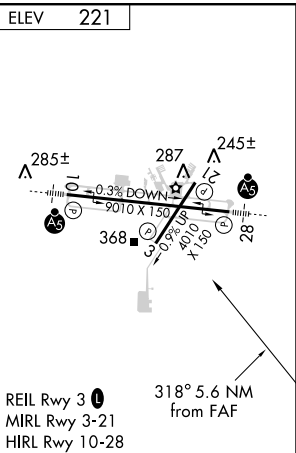
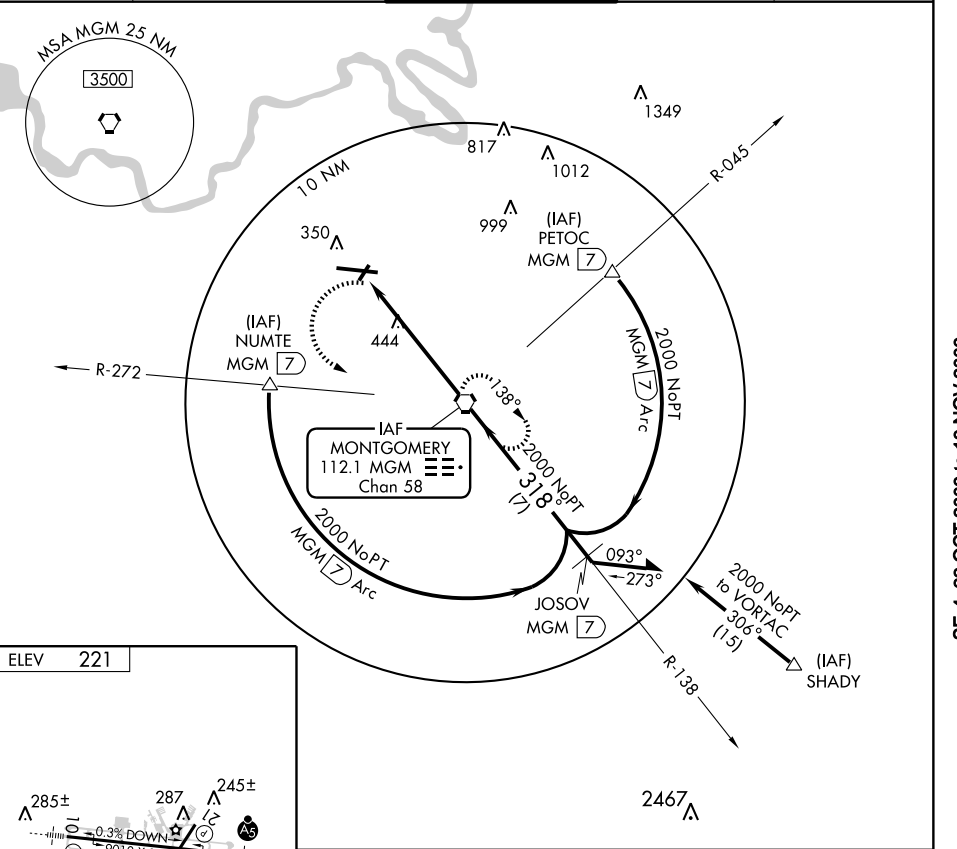
CATEGORY	A	B	C	D	E
LPV DA	500-½		303 (300-½)		
LNAV/VNAV DA	560-¾		363 (400-¾)		
LNAV MDA	580-½		383 (400-½)	580-1	383 (400-1)
CIRCLING	700-1¼	479 (500-¼)	700-1½	800-2	579 (600-2)
			479 (500-½)		

VORTAC MGM 112.1 Chan 58	APP CRS 318°	Rwy Idg TDZE Apt Elev	N/A N/A 221
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ASR

MISSED APPROACH: Climbing left turn to 2000 direct MGM VORTAC and hold.

ATIS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	DANNELLY TOWER ★ 119.7(CTAF) 360.85	GND CON 121.7 348.6	CLNC DEL 118.3 270.3
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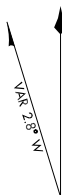


FAF to MAP 5.6 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	760-1	539 (600-1)	760-1½ 539 (600-1½)	800-2 579 (600-2)
Min:Sec	5:36	3:44	2:48	2:14	1:52					

SE-4, 22 OCT 2009 to 19 NOV 2009

ATIS ★
134.7 269.9
MAXWELL TOWER ★
118.15 253.5
GND CON
127.15 289.4

32°24'N



OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W

HAZARDOUS
CARGO ZONE

ASSAULT STRIP

FIELD
ELEV
171

1000 x 150
151.3°
MB60

3015
x 60

187°

FUEL CELL HGRS

ELEV 166

32°23'N

ELEV 167

BASE
OPS

CONTROL
TOWER

★ 264
FIRE
STATION

Rwy 15-33
PCN 77 R/B/W/T
Rwy 007°-187°
PCN 41 R/C/W/T

ELEV
166

MB60

1000 x 300

86°22'W

86°21'W

32°22'N

LOC I-MXF 109.3	APCH CRS 150°	Rwy Idg 8013
		TDZE 171
		Arpt Elev 171

AL-274 [USAF]

MAXWELL AFB (KMXF)

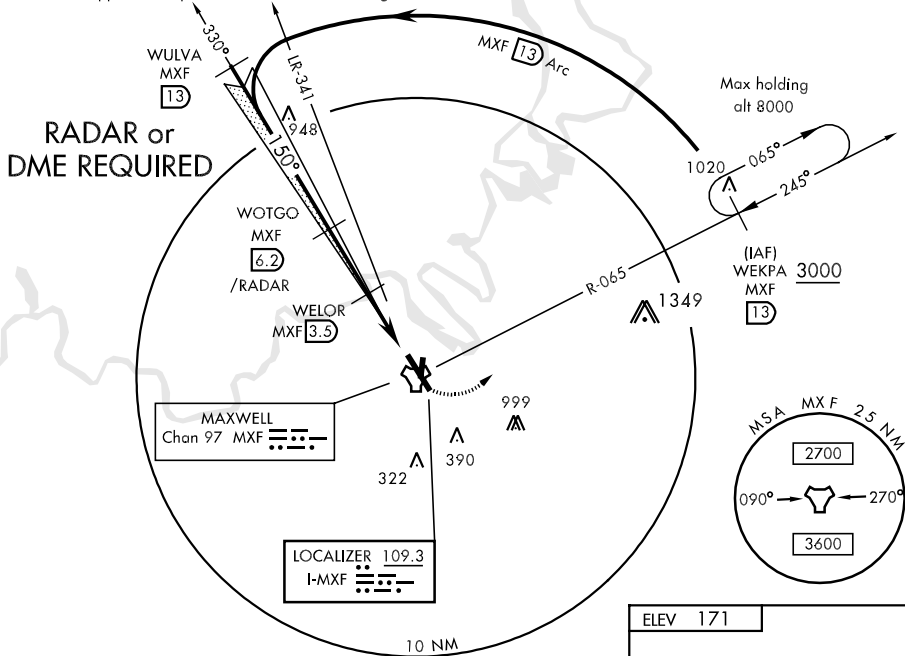
<p>▼ * When ALS inop, increase CAT ABC RVR to 40 and vis to $\frac{3}{4}$ mile.</p> <p>** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to $1\frac{1}{4}$ miles.</p> <p>*** Circling not authorized E of Rwy 15-33.</p>	<p>ALS-F-1</p> <p>A1</p>
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MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.

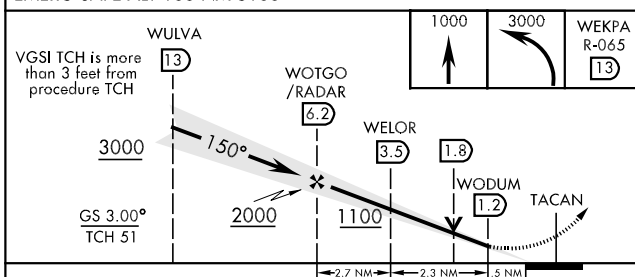
<p>ATIS ★</p> <p>134.7 269.9</p>	<p>MONTGOMERY APP CON</p> <p>121.2 380.225</p>	<p>MAXWELL TOWER ★</p> <p>118.15 253.5</p>	<p>GND CON</p> <p>127.15 289.4</p>
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MXF DME available on freq. 115.0.

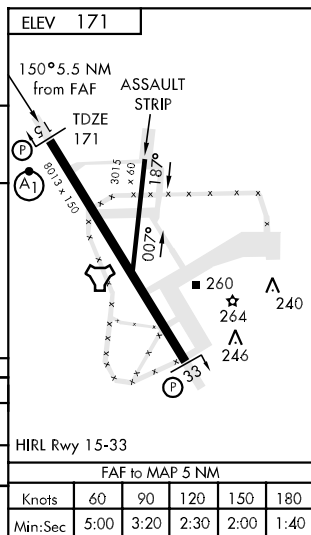
Missed Approach requires ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5100



CATEGORY	A	B	C	D	E
S-ILS 15 *	371/24 200 (200-½)				
S-LOC 15 **	560/24 389 (400-½)		560/40 389 (400-¾)		
CIRCLING ***	680-1 509 (600-1)		680-1½ 509 (600-1½)	740-2 569 (600-2)	N/A



TACAN	MXF	APCH CRS	Rwy Idg	8013
Chan	97	158°	TDZE	171
			Arpt Elev	171

AL-274 [USAF]

MAXWELL AFB (KMXF)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
 ** Circling not authorized E of Rwy 15-33

ALS F-1



MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.

ATIS *

134.7 269.9

MONTGOMERY APP CON

121.2 380.225

MAXWELL TOWER *

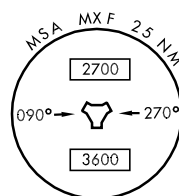
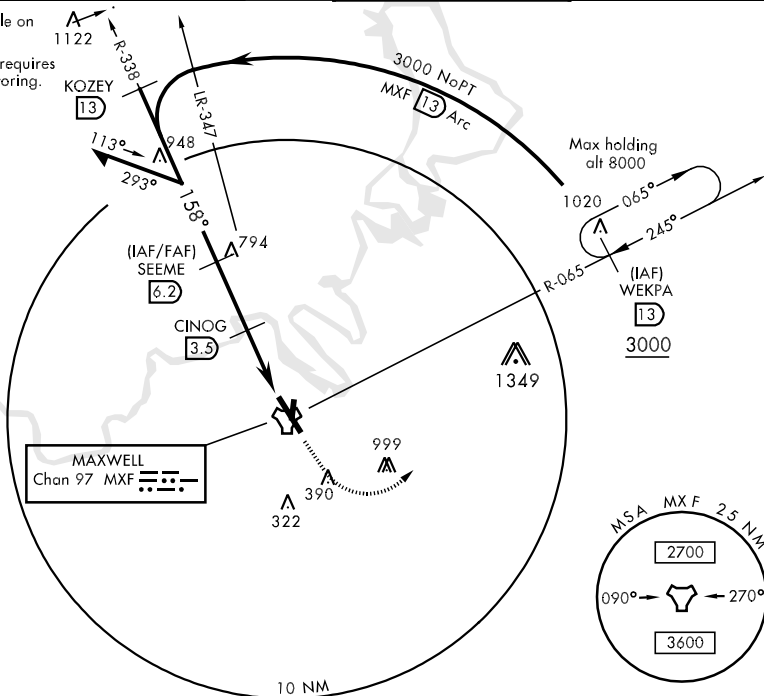
118.15 253.5

GND CON

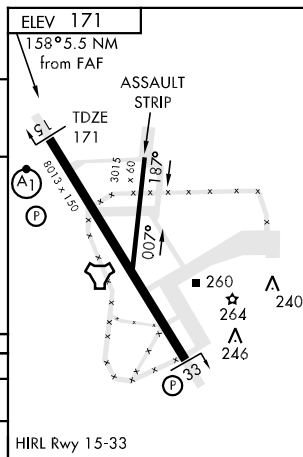
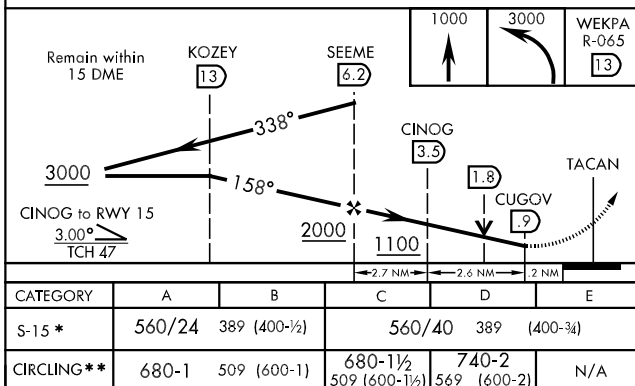
127.15 289.4

MXF DME available on freq. 115.0

Missed Approach requires ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5100



AL-274 [USAF]

T * Circling not authorized E of Rwy 15-33.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct WEKPA and hold.

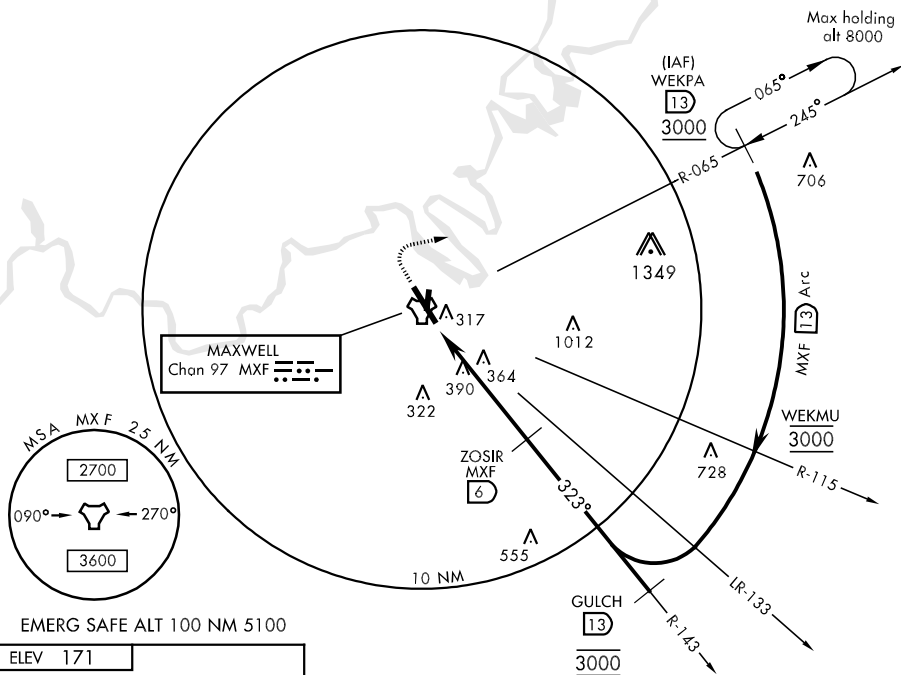
134.7 269.9

121.2 380.225

118.15 253.5

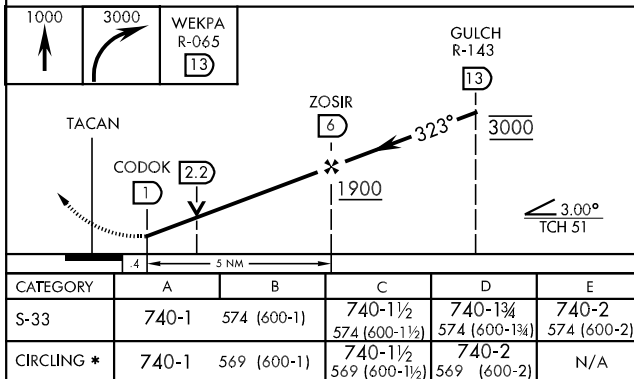
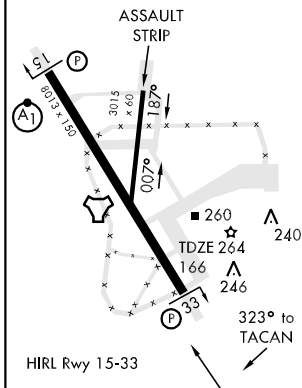
127.15 289.4

Missed Approach requires ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5100

ELEV 171



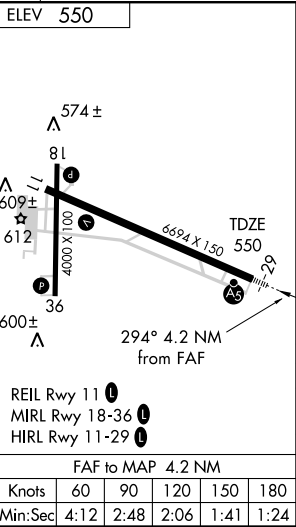
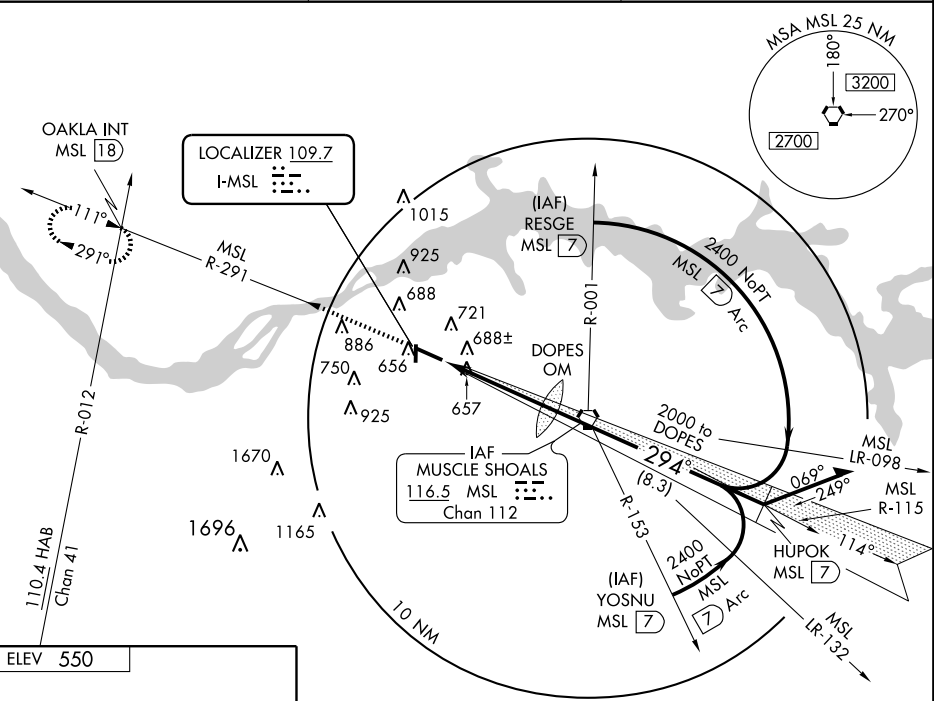
LOC I-MSL	APP CRS	Rwy Idg	6694
109.7	294°	TDZE	550
		Apt Elev	550

ILS or LOC RWY 29

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

NA Circling NA at night to Rwy 18.	MALSR 	MISSED APPROACH: Climb to 3000 via MSL R-291 to OAKLA Int and hold.
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ASOS 119.425	MEMPHIS CENTER 120.8 307.0	UNICOM 123.05 (CTAF) 0
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	3000	OAKLA INT	VORTAC	Remain within 10 NM
	MSL R-291 116.5	DOPES OM 1966	HUPOK 294°-2400	GS 3.00° TCH 59
	MSL 5.6	2000	2400	
	4.2 NM	8.3 NM		
CATEGORY	A	B	C	D
S-ILS 29	750-1/2 200 (200-1/2)			
S-LOC 29	960-1/2 410 (500-1/2)		960-3/4 410 (500-3/4)	
CIRCLING	1040-1 490 (500-1)		1040-1 1/2 1100-2 490 (500-1 1/2) 550 (600-2)	

APP CRS
114°

Rwy Idg
TDZE
Apt Elev

6694
544
550

RNAV (GPS) RWY 11

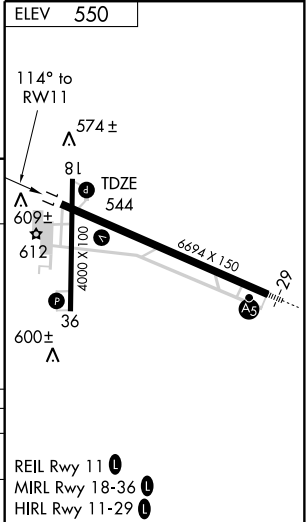
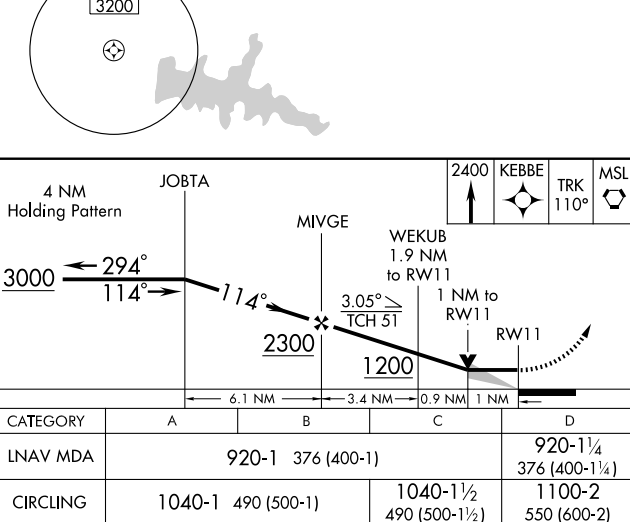
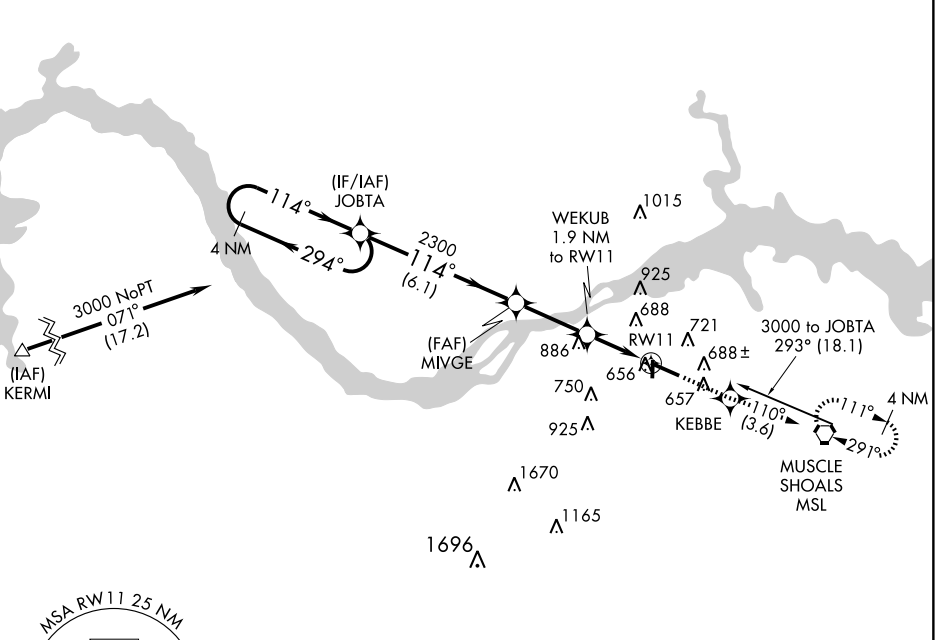
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 18.

MISSED APPROACH: Climb to 2400 direct KEBBE WP and via 110° track to MSL VORTAC and hold.

ASOS 119.425	MEMPHIS CENTER 120.8 307.0	UNICOM 123.05 (CTAF) 1
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APP CRS

181°

Rwy Idg

4000

TDZE

547

Apt Elev

550

RNAV (GPS) RWY 18

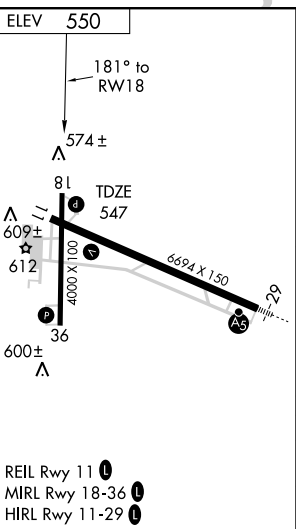
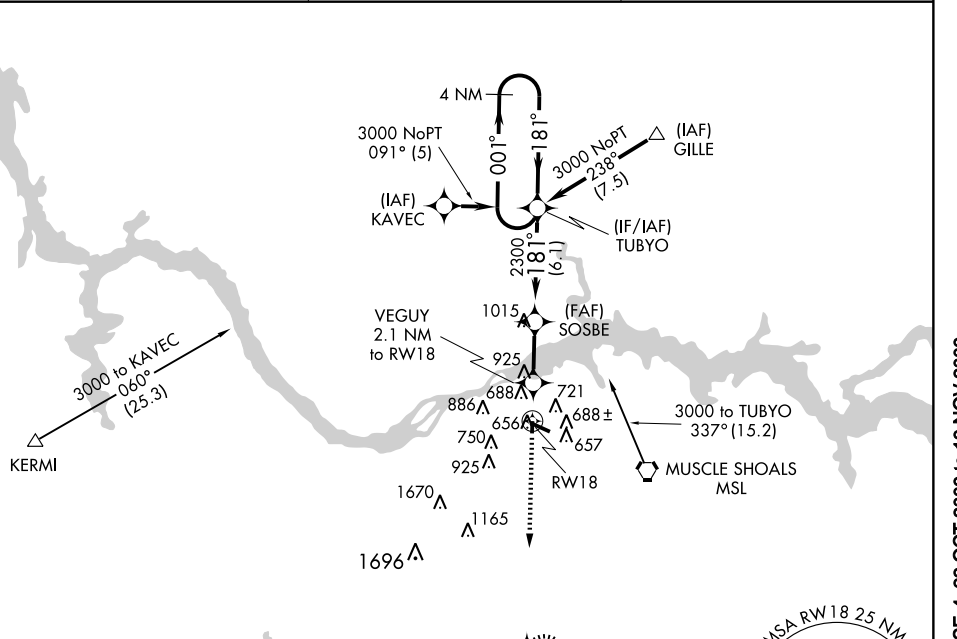
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
3000 direct PAMGE WP and hold.

ASOS 119.425	MEMPHIS CENTER 120.8 307.0	UNICOM 123.05 (CTAF) 0
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3000	PAMGE	VEGUY 2.1 NM to RW18	SOSBE	TUBYO	4 NM Holding Pattern
RW18	≤ 3.05° TCH 40	1240	2300	181°	001° → 3000 ← 181°
2.1 NM	3.3 NM	6.1 NM			
CATEGORY	A	B	C	D	
LNAV MDA	940-1	393 (400-1)	940-1¼ 393 (400-1¼)		
CIRCLING	1040-1	490 (500-1)	1040-1½ 490 (500-1½)	1100-2 550 (600-2)	

WAAS CH 40000 W29A	APP CRS 294°	Rwy Idg 6694 TDZE 550 Apt Elev 550
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RNAV (GPS) RWY 29

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

A NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling NA at night to Rwy 18. For inoperative MALSR, increase LNAV Cat D visibility to 1¼.

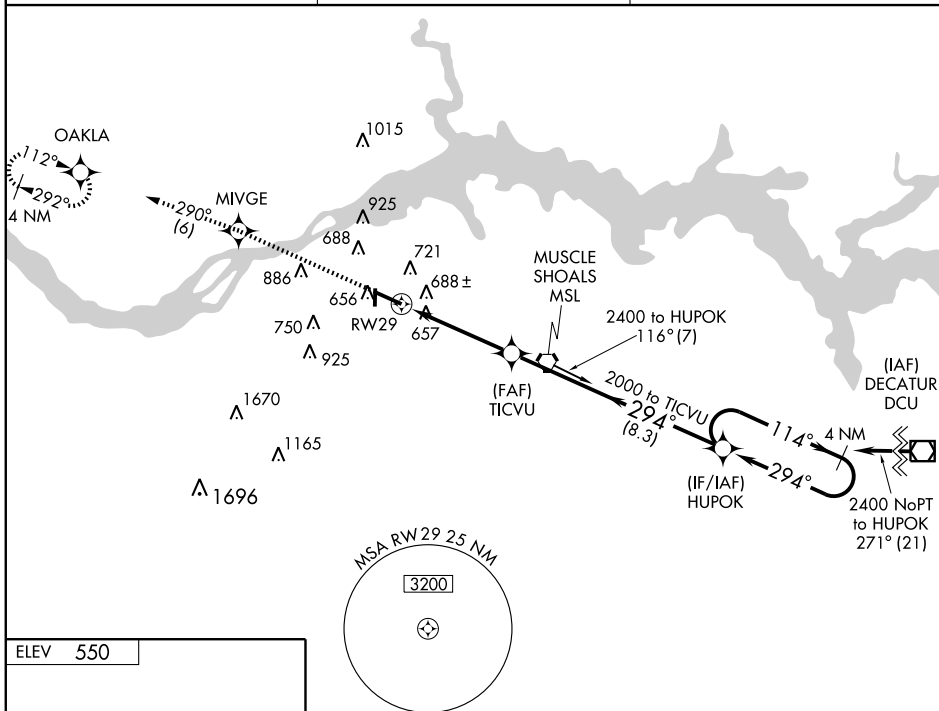
MALSR

MISSED APPROACH: Climb to 3000 direct
MIVGE and via 290° track to OAKLA and hold.

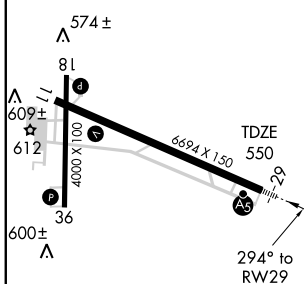
ASOS
119.425

MEMPHIS CENTER
120.8 307.0

UNICOM
123.05 (CTAF) **L**

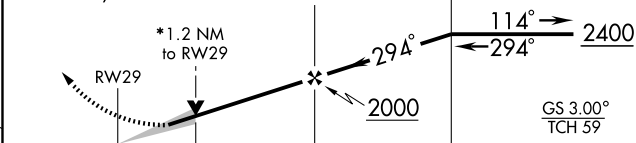


ELEV	550
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3000 ↑	MIVGE ✦	TRK 290°	OAKLA ✦
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* LNAV Only



		← 1.2 →		← 3.2 NM →		← 8.3 NM →			
CATEGORY		A		B		C		D	
LPV	DA	800-1½				250 (300-½)			
LNAV/ VNAV	DA	980-1 430 (500-1)							
LNAV MDA		980-1½ 430 (500-½)				980-¾ 430 (500-¾)		980-1 430 (500-1)	
CIRCLING		1040-1½ 490 (500-1½)						1100-2 550 (600-2)	

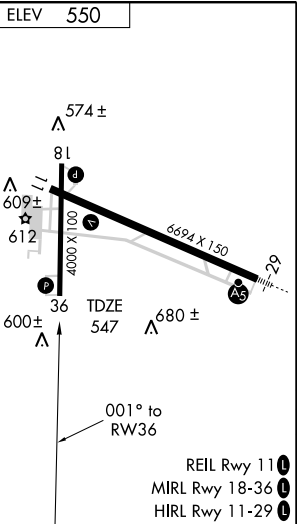
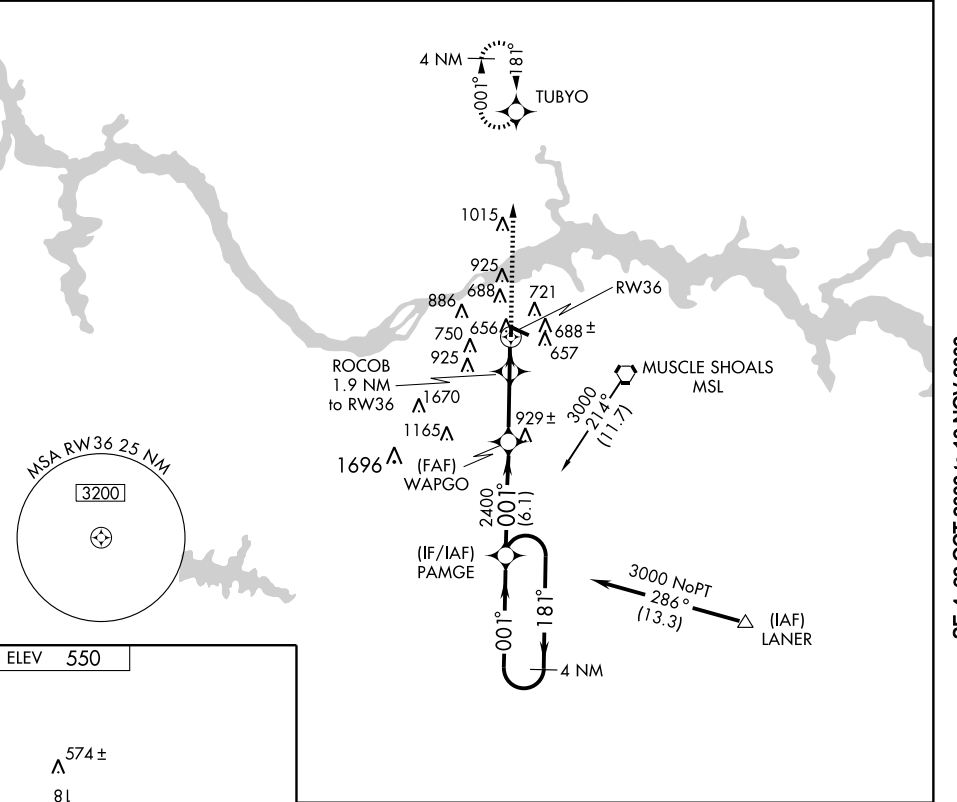
REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

NA

Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 18.

MISSED APPROACH: Climb to
3000 direct TUBYO WP and hold.

ASOS 119.425	MEMPHIS CENTER 120.8 307.0	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern		PAMGE	WAPGO	ROCOB 1.9 NM to RW36	1.1 NM to RW36	RW36
3000		181°	001°	2400	001°	1180
		6.1 NM	3.7 NM	0.8	1.1	
CATEGORY	A	B	C	D		
LNAV MDA	940-1 393 (400-1)				940-1¼ 393 (400-1¼)	
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)		1100-2 550 (600-2)	

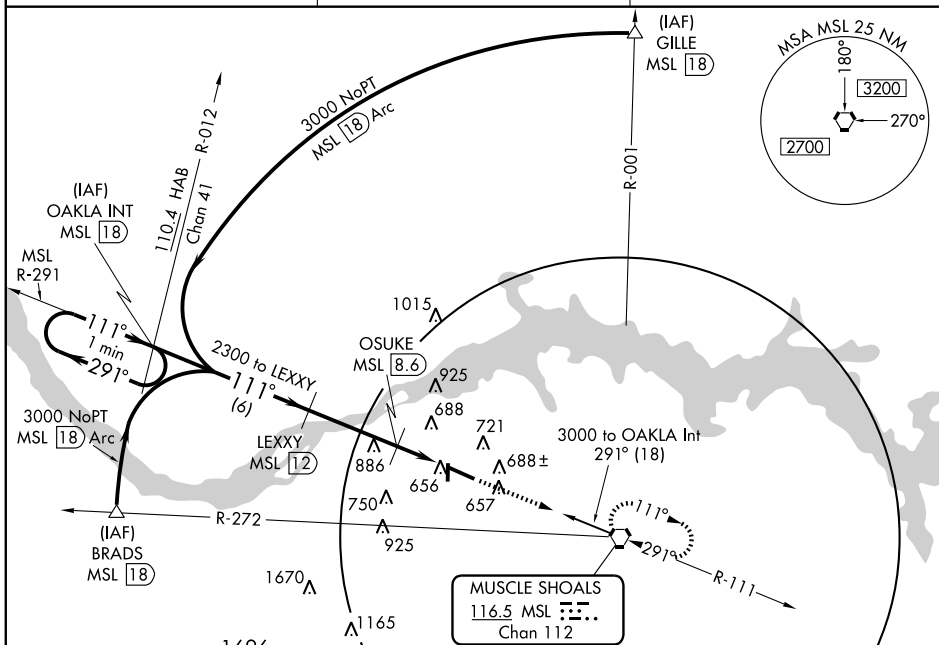
MISSED APPROACH: Climb to 2400 direct
MSL VORTAC and hold.

A NA Circling NA at night to Rwy 18.

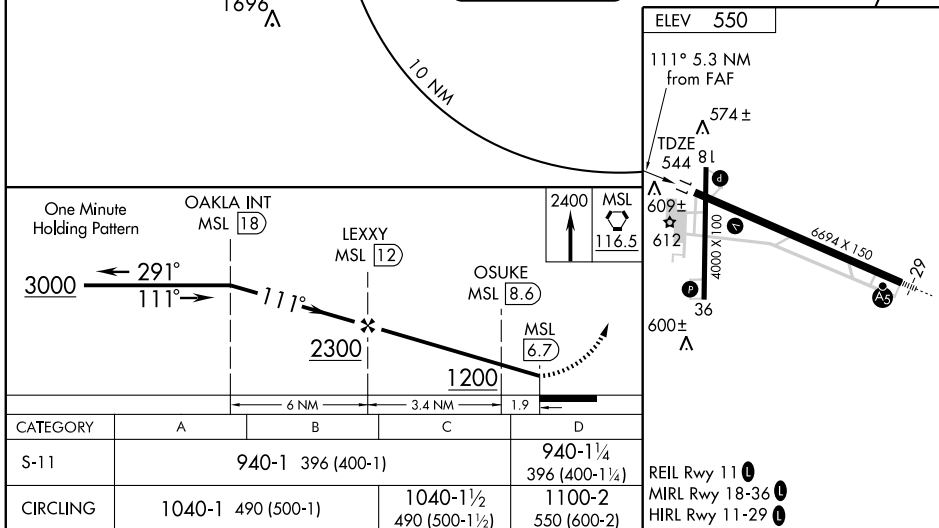
ASOS
119,425

MEMPHIS CENTER
120.8 307.0

UNICOM
123.05 (CTAF) **L**



SE-4, 22 OCT 2009 to 19 NOV 2009



VORTAC MSL <u>116.5</u> Chan 112	APP CRS 291°	Rwy Idg 6694 TDZE 550 Apt Elev 550
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MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

A NA For inoperative MALSR, increase S-29 Cat. D visibility to 1¼.
Circling NA at night to Rwy 18.

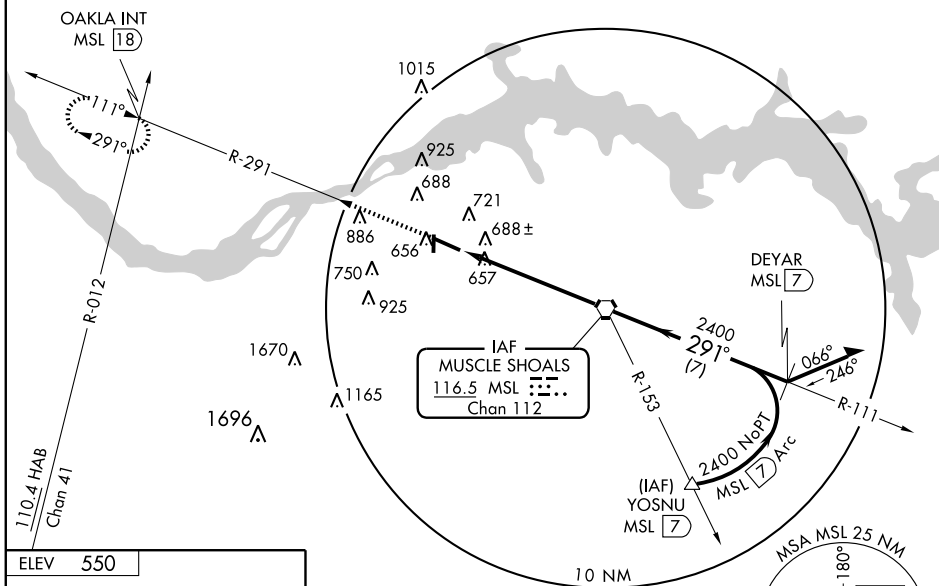
MALSR

MISSED APPROACH: Climb to 3000 via MSL R-291 to OAKLA Int/MSL 18 DME and hold.

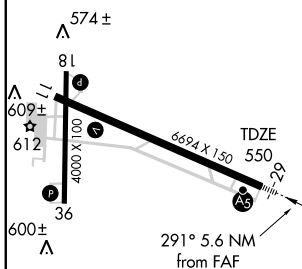
ASOS
119.425

MEMPHIS CENTER
120.8 307.0

UNICOM
123.05 (CTAF) **L**



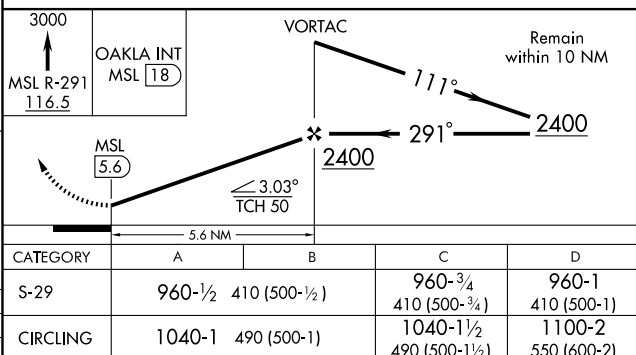
ELEV	550
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REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



APP CRS	Rwy Idg	5152
303°	TDZE	353
	Apt Elev	356

GPS RWY 30

OZARK / BLACKWELL FIELD (71J)

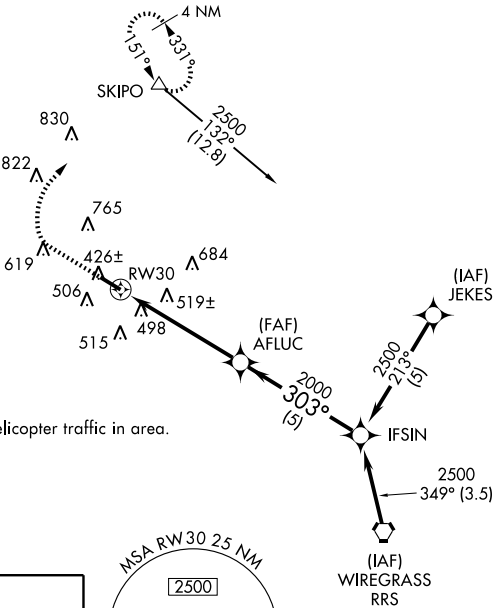
▼
▲ NA Use Cairns AAF (Fort Rucker) altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2000 direct SKIPO WP and hold.

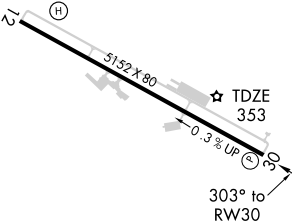
CAIRNS APP CON ★
125.4 327.125

UNICOM
122.7 (CTAF) 0

CAUTION: Extensive helicopter traffic in area.



ELEV 356



	1400	2000	SKIPO △	
	↑	↻		
	RW30	AFLUC 2000	IFSIN 2500	Procedure Turn NA
	5 NM	5 NM		
CATEGORY	A	B	C	D
S-30	820-1 467 (500-1)		820-1¼ 467 (500-1¼)	NA
CIRCLING	940-1 584 (600-1)		960-1¾ 604 (700-1¾)	NA

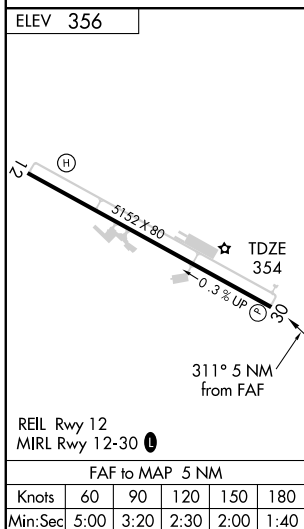
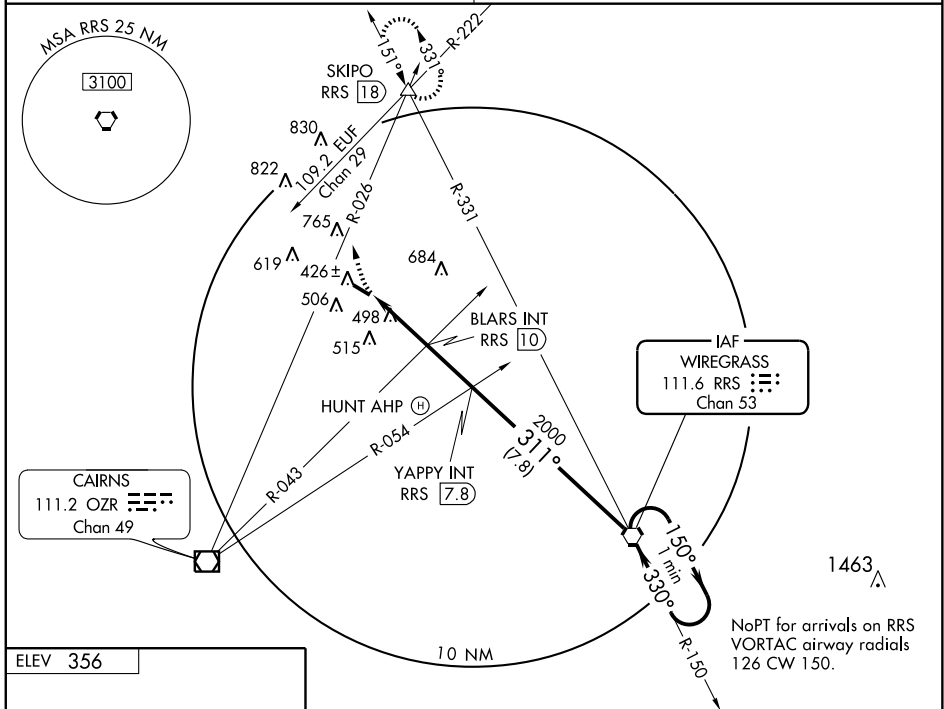
REIL Rwy 12
MIRL Rwy 12-30 0

VORTAC RRS 111.6 Chan 53	APP CRS 311°	Rwy Idg TDZE Apt Elev	5152 354 356
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VOR RWY 30

OZARK / BLACKWELL FIELD (71J)

<p>▼ Use Cairns altimeter setting. ▲ NA CAUTION: Extensive helicopter traffic in area.</p>	<p>MISSED APPROACH: Climbing right turn to 2000 via OZR R-021 to SKIPO Int and hold.</p>
<p>CAIRNS APP CON ★ 125.4 327.125</p>	<p>UNICOM 122.7 (CTAF) 0</p>



2000	SKIPO	YAPPY INT RRS 7.8	VORTAC	One Minute Holding Pattern
OZR R-021 111.2	BLARS INT RRS 10	2000	311°	150° → 2000
RRS 12.8	1200	2000	330° ←	
2.8 NM	2.2 NM	7.8 NM		
CATEGORY	A	B	C	D
S-30	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
CIRCLING	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
BLARS FIX MINIMA				
S-30	800-1	446 (500-1)	800-1¼ 446 (500-1¼)	NA
CIRCLING	880-1	526 (600-1)	920-1½ 566 (600-1½)	NA

APP CRS	Rwy Idg	4951
025°	TDZE	483
	Apt Elev	485

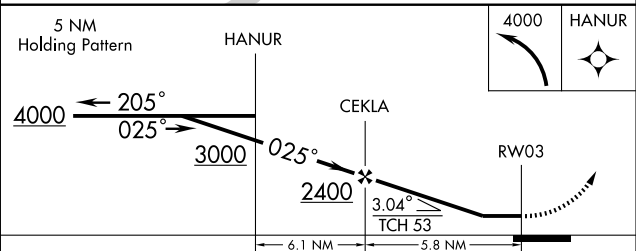
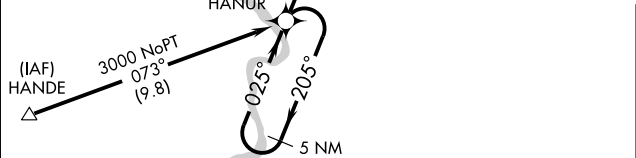
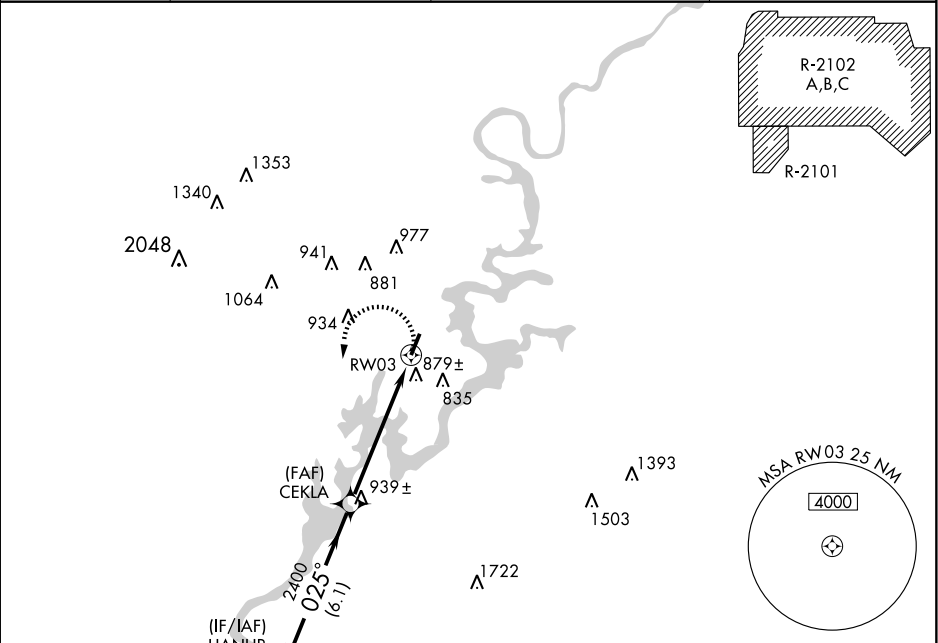
RNAV (GPS) RWY 3

PELL CITY / ST CLAIR COUNTY (PLR)

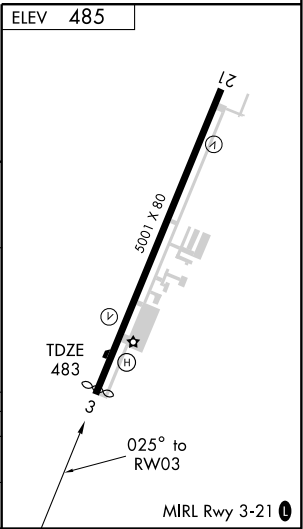
▼ Use Talladega altimeter setting; if not received, use Anniston altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3 119.625	TALLADEGA AWOS-3 118.425	BIRMINGHAM APP CON 123.8 381.5	UNICOM 123.05 (CTAF) ①
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CATEGORY	A	B	C	D
LNAV MDA	1160-1	677 (700-1)	1160-2	1160-2¼
			677 (700-2)	677 (700-2¼)
CIRCLING	1220-1	735 (800-1)	1220-2	1220-2¼
			735 (800-2)	735 (800-2¼)



WAAS CH 78304 W20A	APP CRS 205°	Rwy Idg TDZE Apt Elev	5001 485 485
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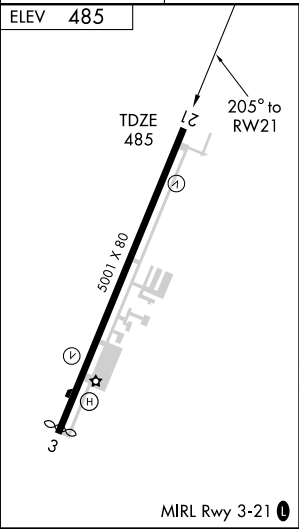
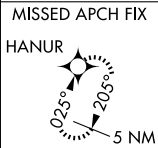
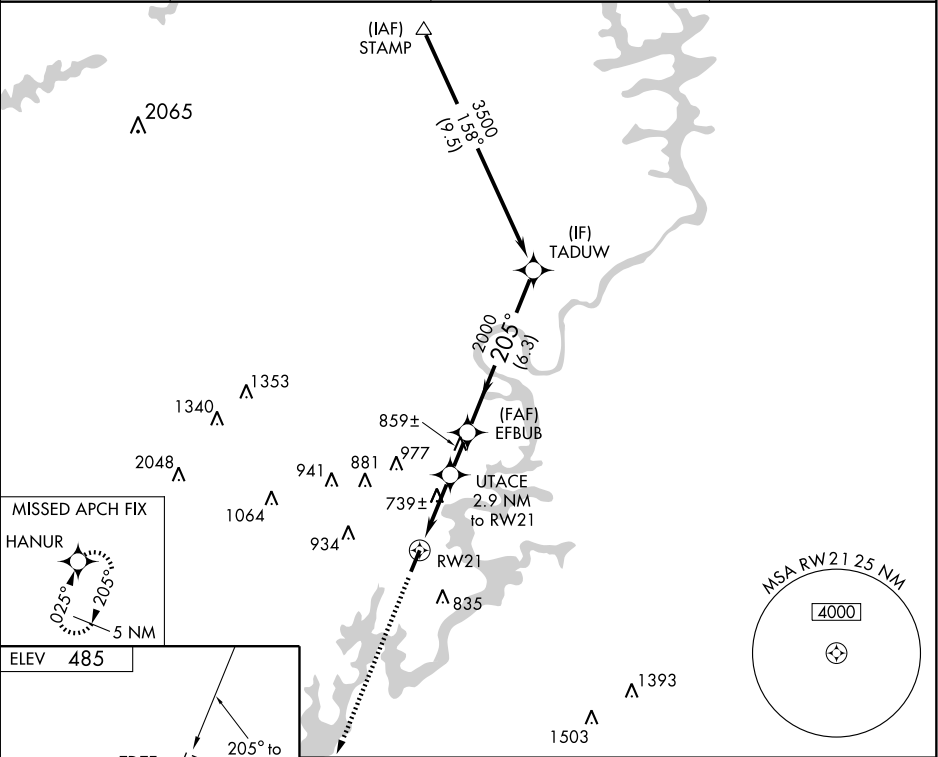
RNAV (GPS) RWY 21

PELL CITY/ST CLAIR COUNTY (PLR)

Use Talladega altimeter setting; if not received, use Anniston altimeter setting and increase all DAs/MDAs 40 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3 119.625	TALLADEGA AWOS-3 118.425	BIRMINGHAM APP CON 123.8 381.5	UNICOM 123.05 (CTAF)
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4000

↑

HANUR

✦

*LNAV only.

UTACE

2.9 NM to RW21

EFBUB

✖

TADUW

3500

RW21

⤿

*1460

205°

2000

Procedure Turn NA

GS 3.00°

TCH 53

2.9 NM

1.6 NM

6.3 NM

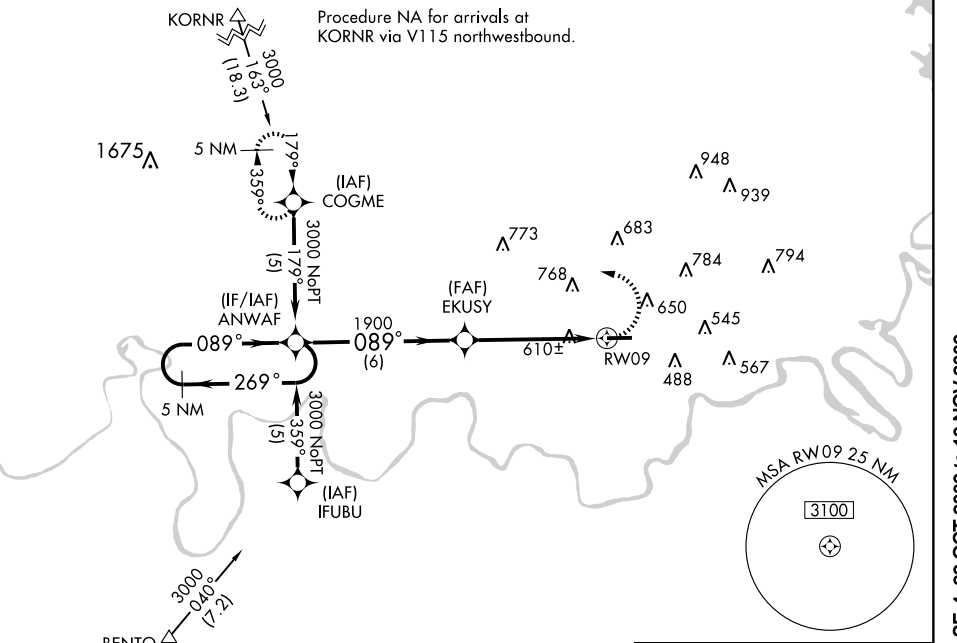
CATEGORY	A	B	C	D
LPV DA	857-1¼ 372 (400-1¼)			
LNAV MDA	1020-1	535 (600-1)	1020-1½ 535 (600-1½)	1020-1¾ 535 (600-1¾)
CIRCLING	1220-1	735 (800-1)	1220-2 735 (800-2)	1220-2¼ 735 (800-2¼)

NA

Use Montgomery altimeter setting.
DME/DME RNP-0.3 NA.

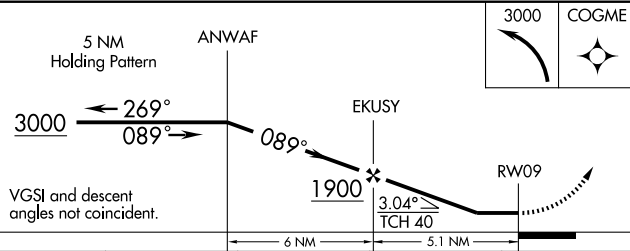
MISSED APPROACH: Climbing left turn to 3000 direct COGME and hold.

MONTGOMERY ASOS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	UNICOM 122.8 (CTAF) 0
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ELEV 225

TDZE 225
5400 X 100
0.5% UP



CATEGORY	A	B	C	D
LNAV MDA	900-1 675 (700-1)	675 (700-1)	900-2 675 (700-1)	NA
CIRCLING	1060-1 835 (900-1)	1060-1¼ 835 (900-1¼)	1060-2½ 835 (900-2½)	NA

089° to RW09

27

MIRL Rwy 9-27 0

SE-4, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AFD-703 [USA]

REDSTONE ARSENAL, ALABAMA

REDSTONE TOWER
126.95 (CTAF) 290.275

FIELD
ELEV
685

L1

0.4% DOWN

171.5°



AUGUST 2009
ANNUAL RATE OF CHANGE
0.1° W

34° 41' N

Rwy 17-35 PCN 43 R/B/W/T

7300 x 150

HANGAR

TANK

NORTH RAMP

FUEL PITS

2

HANGAR

OPERATIONS

CONTROL TOWER

694

HANGAR

SOUTH RAMP

R & D RAMP

R & D HANGAR

FLYING
ACTIVITY
RAMP

35

ELEV
655

W. 17° 08'

34° 40' N

SE-4, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

REDSTONE ARSENAL, ALABAMA

NDB HUA 287	APCH CRS 183°	Rwy Idg TDZE Arpt Elev 7300 684
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AL-703 [USA]

REDSTONE AAF (KHUA)

- ▲ NA * When ALS inop, increase CAT BCD vis ¼ mile.
 ** When ALS inop, increase CAT CD vis ¼ mile.
 ▼ *** Circling not authorized E of Rwy 17-35.

SALS



MISSED APPROACH: Climbing right turn
to 3000 direct RQZ VORTAC and hold.

HUNTSVILLE APP CON

E 125.6 354.1 W 118.05 239.0

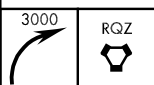
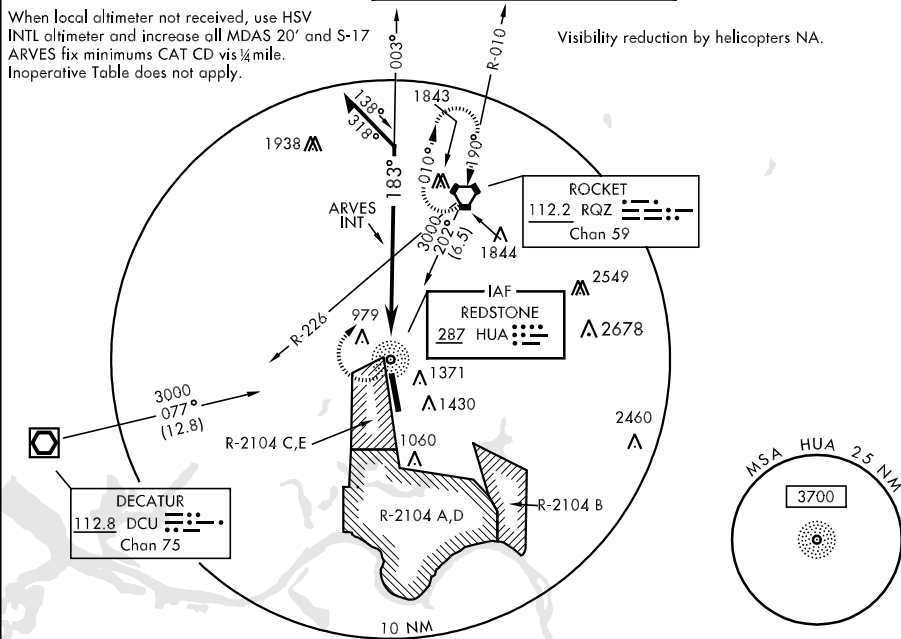
REDSTONE TOWER ★

126.95 (CTAF) 0 290.275

ASR/PAR

When local altimeter not received, use HSV
INTL altimeter and increase all MDAS 20' and S-17
ARVES fix minimums CAT CD vis ¼ mile.
Inoperative Table does not apply.

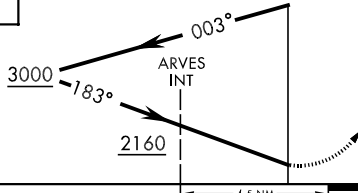
Visibility reduction by helicopters NA.



VGSI and descent
angles not coincident

NDB

Remain
within 10 NM



CATEGORY	A	B	C	D
S-17*	2160-1¼ 1476 (1500-1¼)		2160-2¾ 1476 (1500-2¾)	
CIRCLING***	2160-1¼ 1476 (1500-1¼)	2160-1½ 1476 (1500-1½)	2160-3 1476 (1500-3)	
ARVES FIX MINIMUMS				
S-17**	1280-1 596 (600-1)		1280-1¼ 596 (600-1¼)	1280-1½ 596 (600-1½)
CIRCLING***	1280-1 596 (600-1)		1280-1½ 596 (600-1½)	1280-2 596 (600-2)
S-PAR 17	950-1 266	(300-1)	GS 3.0°	

ELEV 684

183° to
NDB

A2

P

TDZE

684

0.4% DOWN

7300 x 150

35

694

HIRL Rwy 17-35 0

APCH CRS **349°** Rwy Idg **7300**
 TDZE **657**
 Arpt Elev **684**

AL-703 [USA]

REDSTONE AAF (KHUA)

- ▲ NA * When ALS inop, increase CAT CDE vis ¼ mile.
 ▼ ** Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000
 direct IPUDE and hold.

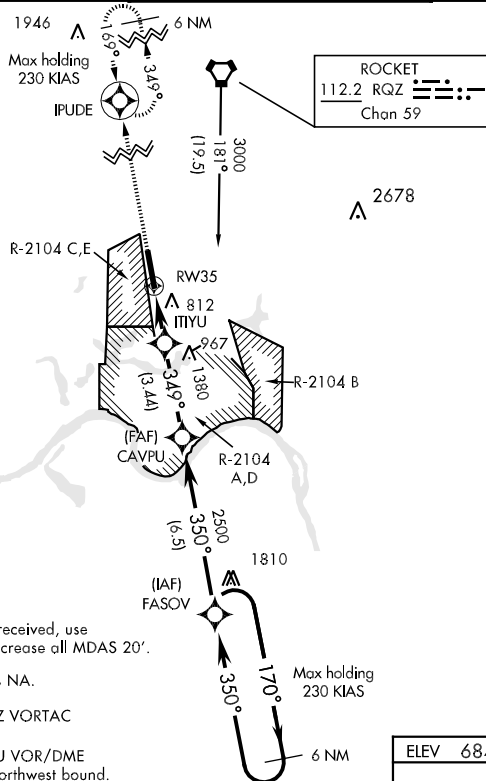
HUNTSVILLE APP CON

E 125.6 354.1 W 118.05 239.0

REDSTONE TOWER ★

126.95 (CTAF) 0 290.275

ASR/PAR

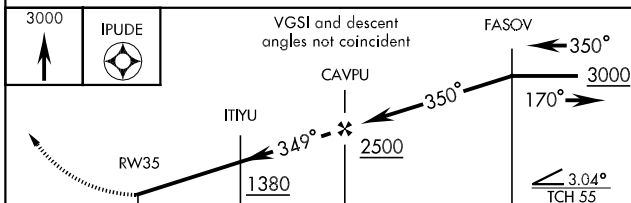


When local altimeter setting not received, use
 HSV INTL altimeter setting and increase all MDAS 20'.

Visibility reduction by helicopters NA.

Procedure NA for arrivals at RQZ VORTAC
 via V321 northbound.

Procedure NA for arrivals at DCU VOR/DME
 via V49 northbound and V541 northwest bound.



CATEGORY	A	B	C	D	E
LNAV MDA *	1260-1 603 (600-1)	1260-1 603 (600-1)	1260-1 603 (600-1)	1260-1 603 (600-1)	1260-1 603 (600-1)
CIRCLING **	1260-1 576 (600-1)	1260-1 576 (600-1)	1260-1 576 (600-1)	1260-1 576 (600-1)	1260-1 576 (600-1)
S-PAR 35	955-1 298 (300-1)	955-1 298 (300-1)	955-1 298 (300-1)	955-1 298 (300-1)	955-1 298 (300-1)

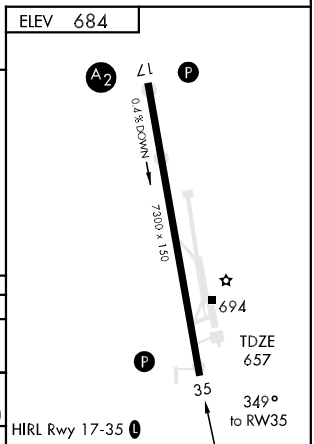
REDSTONE ARSENAL, ALABAMA

34° 41'N-86° 41'W

REDSTONE AAF (KHUA)

Amdt 8A 092239

RNAV (GPS) RWY 35



VORTAC RQZ
112.2
Chan **59**

APCH CRS
015°

Rwy ldg **7300**
TDZE **657**
Arpt Elev **684**

AL-703 [USA]

VOR/DME RWY 35
REDSTONE AAF (KHUA)

▲ NA * Circling not authorized E of Rwy 17-35.
▼ High terrain and 1430' twr 1.7 NM E.

MISSED APPROACH: Climb to 3000 direct RQZ
VORTAC and hold.

HUNTSVILLE APP CON

E 125.6 354.1 W 118.05 239.0

REDSTONE TOWER ★

126.95 (CTAF) 0 290.275

ASR/PAR

When local altimeter setting not received,
use HSV INTL altimeter setting and
increase all MDAS 20'.

Visibility reduction by helicopters NA.

DECATUR
112.8 DCU
Chan 75

2900
137°
(13.5)

1938 ▲

1823 ▲

ROCKET
112.2 RQZ
Chan 59

▲ 2549

▲ 2678

R-2104 C,E

▲ 1371

▲ 1430

10 NM

▲ 2460

KEVON
RQZ

13

▲ 940

▲ 949

R-2104
A,D

R-2104 B

(IAF)
DEANY
RQZ

19.5

▲ 1910

Max holding
230 KIAS

R-195

6 NM

DEANY
R-195

19.5

KEVON
RQZ

13

3000

RQZ

VGSI and descent
angles not coincident

8.1

2900

195°

015°

2300

3.03°

TCH 55

4.9 NM

MSA RQZ 2.5 NM
3700

ELEV 684

35
7300 x 150
0.43% UP
694
TDZE 657
015° 4.9 NM
from KEVON

HIRL Rwy 17-35

CATEGORY	A	B	C	D	E
S-35	1500-1 843 (900-1)	1500-1¼ 843 (900-1¼)	1500-2½ 843 (900-2½)	1500-2¾ 843 (900-2¾)	1500-3 843 (900-3)
CIRCLING *	1500-1 816 (900-1)	1500-1¼ 816 (900-1¼)	1500-2½ 816 (900-2½)	1500-2¾ 816 (900-2¾)	1600-3 916 (1000-3)
S-PAR 35	955-1 298 (300-1) GS 3.0°				

APP CRS	Rwy Idg	5144
188°	TDZE	237
	Apt Elev	237

RNAV (GPS) RWY 19

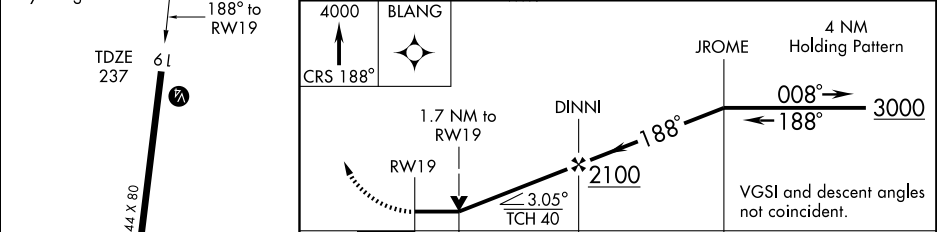
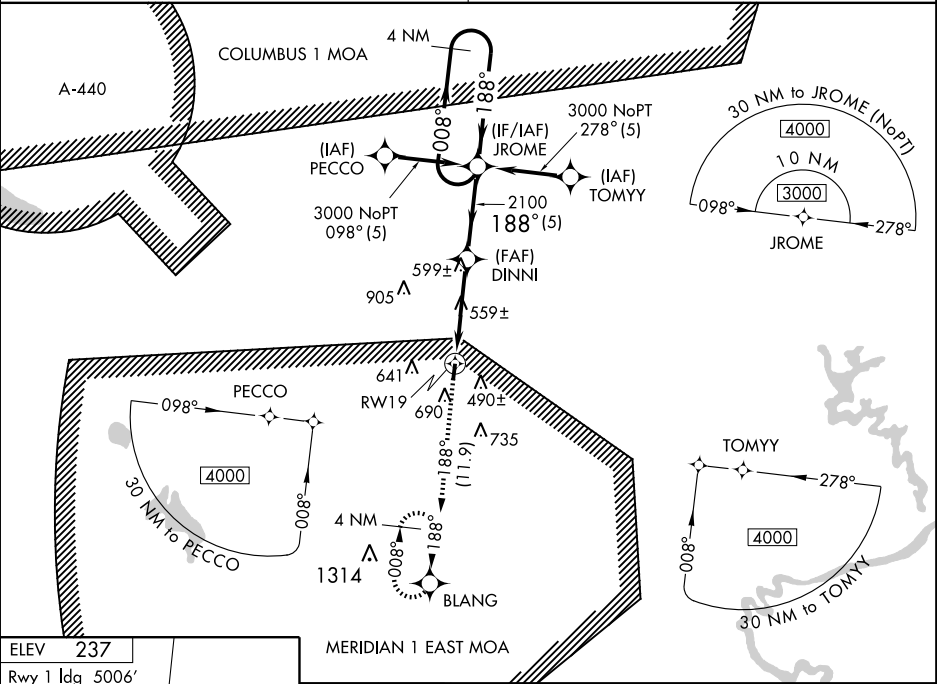
REFORM/NORTH PICKENS (3M8)

Obtain local altimeter setting on CTAF. When not received, use Tuscaloosa altimeter setting.

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. VDP NA with Tuscaloosa altimeter setting.

MISSED APPROACH: Climb to 4000 via 188° course to BLANG WP and hold.

COLUMBUS APP CON ★ 135.6 323.275	CTAF 122.9
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CATEGORY	A	B	C	D
LNAV MDA	820-1	583 (600-1)	820-1½ 583 (600-1½)	820-1¾ 583 (600-1¾)
CIRCLING	1000-1 763 (800-1)	1000-1¼ 763 (800-1¼)	1000-2¼ 763 (800-2¼)	1000-2½ 763 (800-2½)
TUSCALOOSA ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1	643 (700-1)	880-1¾ 643 (700-1¾)	880-2 643 (700-2)
CIRCLING	1060-1 823 (900-1)	1060-1¼ 823 (900-1¼)	1060-2½ 823 (900-2½)	1060-2¾ 823 (900-2¾)

APP CRS	Rwy Idg	5500
003°	TDZE	721
	Apt Elev	723

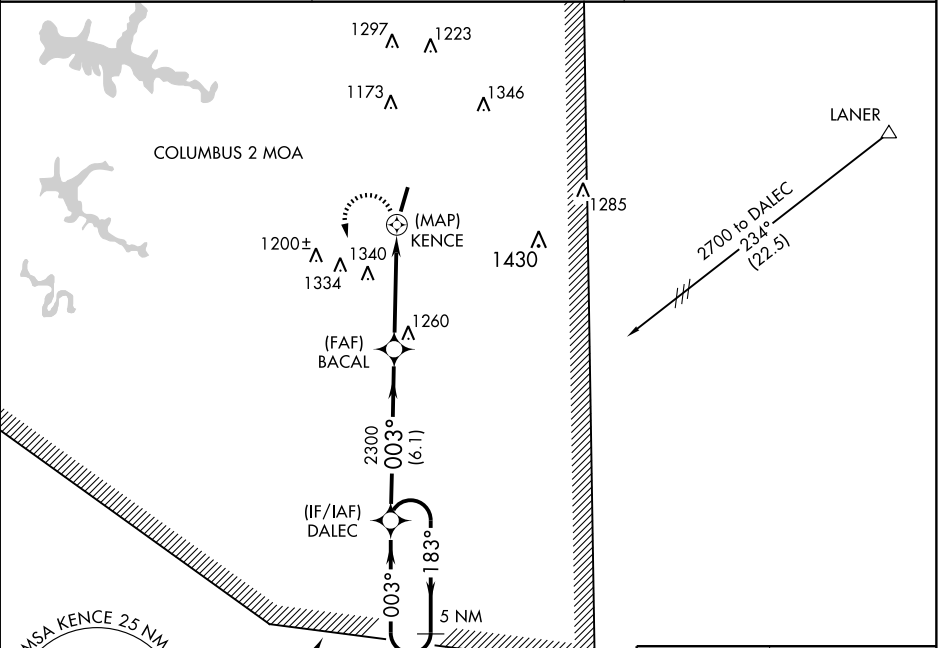
RNAV (GPS) RWY 2
RUSSELLVILLE MUNI (M22)

▼ Use Muscle Shoals altimeter setting: if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night.

▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2700 direct DALEC and hold.

MUSCLE SHOALS ASOS 119.425	MEMPHIS CENTER 120.8 307.0	UNICOM 122.8 (CTAF) 0
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ELEV 723 **D**

0.5% Up
5500 x 75
2 TDZE 721

5 NM Holding Pattern

DALEC

2700 ← 183°
003° →

BACAL

2300

KENCE

3.00°
TCH 40

6.1 NM 4.5 NM 0.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1660-1¼ 939 (1000-1¼)		1660-2¾ 939 (1000-2¾)	1660-3 939 (1000-3)
CIRCLING	1660-1¼ 937 (1000-1¼)		1660-2¾ 937 (1000-2¾)	1660-3 937 (1000-3)


MIRL Rwy 2-20 **0**


REIL Rwys 2 and 20

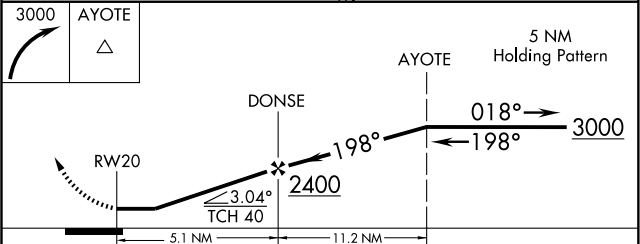
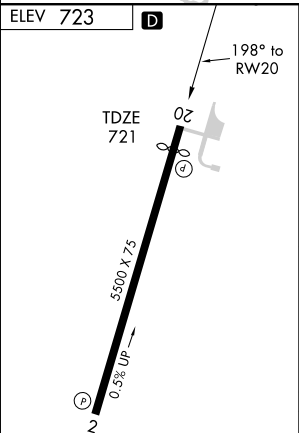
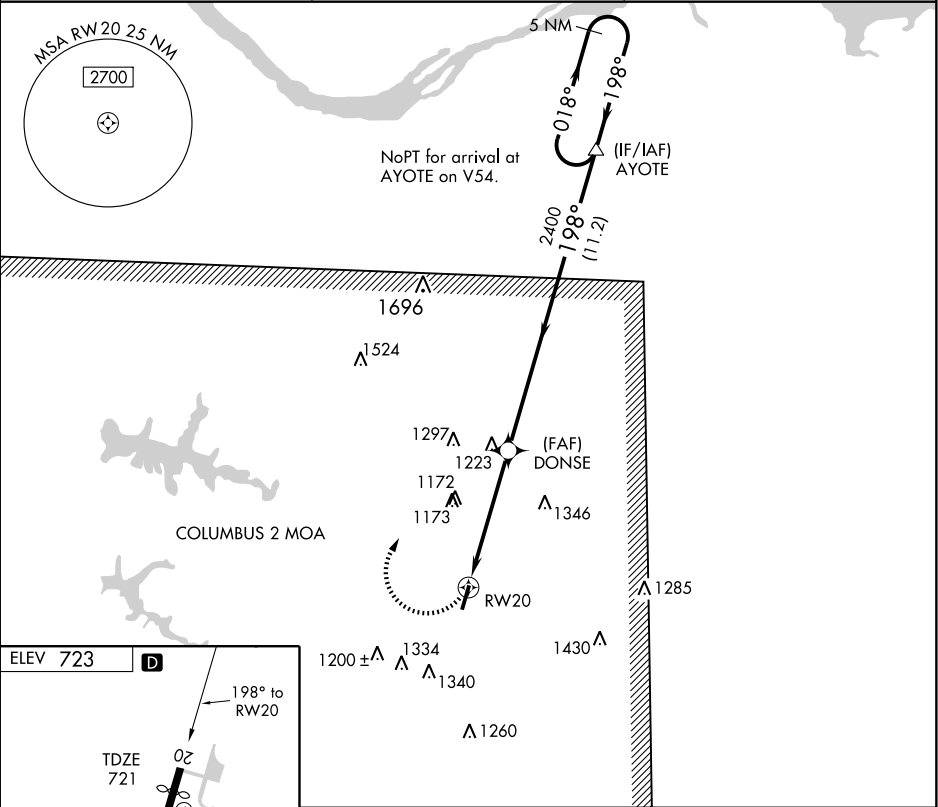
APP CRS	Rwy Idg	5000
198°	TDZE	721
	Apt Elev	723

RNAV (GPS) RWY 20


RUSSELLVILLE MUNI (M22)

 Use Muscle Shoals altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climbing right turn to 3000 direct AYOTE and hold.
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MUSCLE SHOALS ASOS 119.425	MEMPHIS CENTER 120.8 307.0	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
LNAV MDA	1340-1	619 (700-1)	1340-1¾ 619 (700-1¾)	1340-2 619 (700-2)
CIRCLING	1520-1 797 (800-1)	1540-1¼ 817 (900-1¼)	1540-2½ 817 (900-2½)	1540-2¾ 817 (900-2¾)

MIRL Rwy 2-20 
REIL Rwy 2 and 20

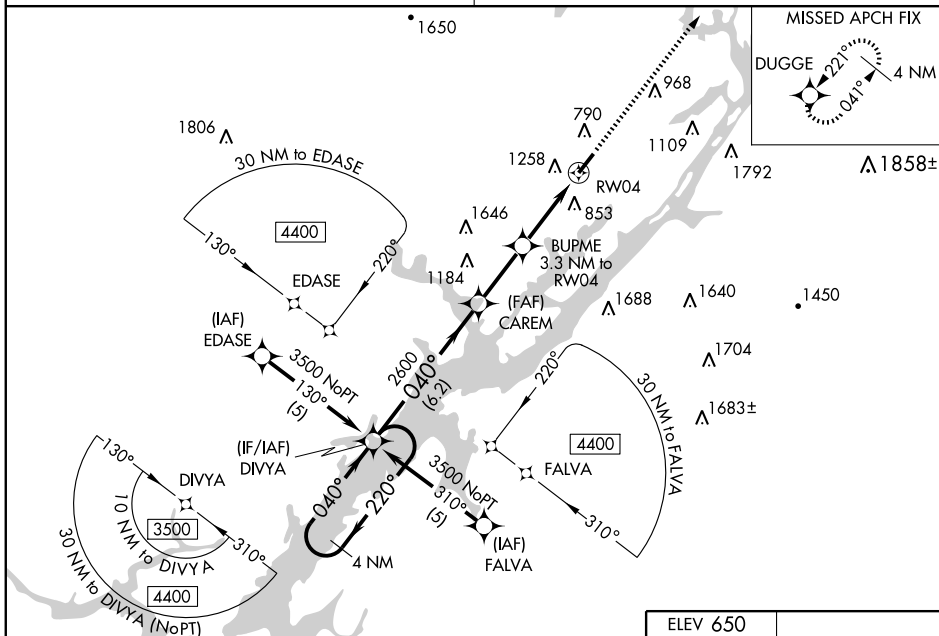
APP CRS	Rwy Idg	5250
040°	TDZE	650
	Apt Elev	650

RNAV (GPS) RWY 4
SCOTTSBORO MUNI-WORD FIELD (4A6)

MISSED APPROACH: Climb to 3500 direct DUGGE and hold.

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Fort Payne altimeter setting.

ATLANTA CENTER
133.8 353.7

UNICOM
123.0 (CTAF)4 NM
Holding Pattern

DIVYA

CAREM

3500

DUGGE

ELEV 6.50

3500 $\xleftarrow{220^\circ}$
 $\xrightarrow{040^\circ}$

VGSi and descent angles
 not coincident.

760

RW04 

SIZE
50

FORT PAYNE ALTIMETER SETTING MINIMUMS

LNAV MDA	1600-1 $\frac{1}{4}$ 950 (1000-1 $\frac{1}{4}$)	1600-2 $\frac{3}{4}$ 950 (1000-2 $\frac{3}{4}$)	1600-3 950 (1000-3)
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CIRCLING	1700-1¼ 1050 (1100-1¼)	1780-1½ 1130 (1200-1½)	1880-3 1230 (1300-3)
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MIRL Rwy 4-22
REIL Rwy 4 and 22

▼

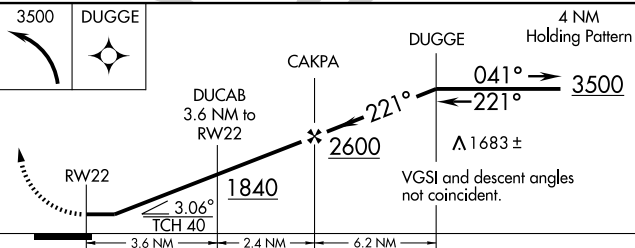
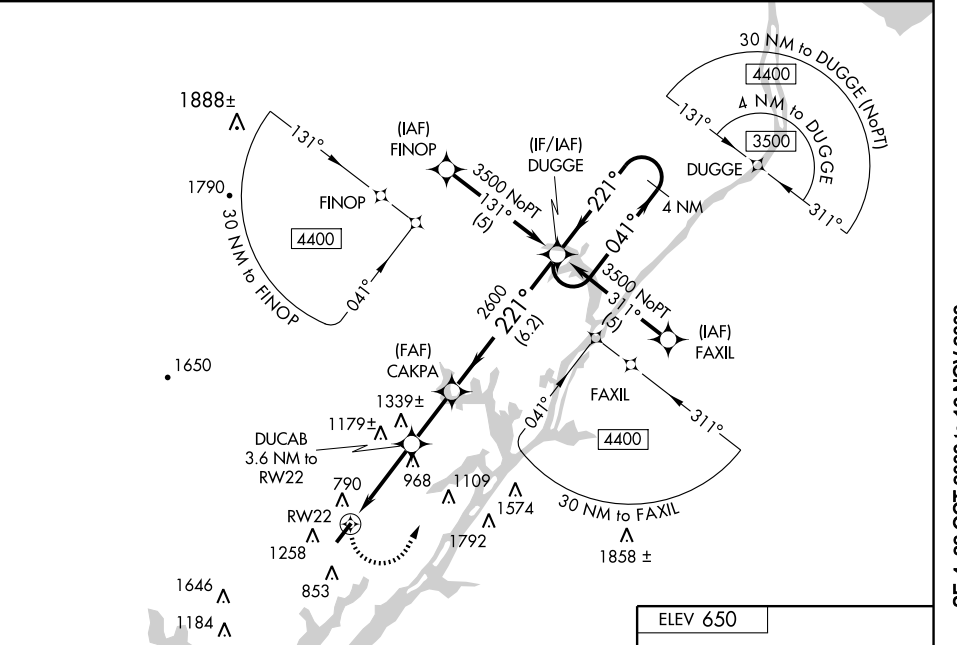
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Fort Payne altimeter setting.

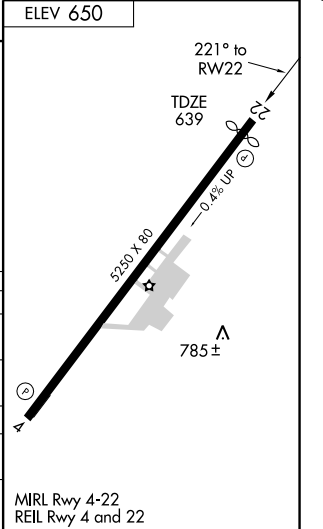
MISSED APPROACH: Climbing left turn to 3500 direct DUGGE and hold.

ATLANTA CENTER
133.8 353.7

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
RNAV MDA	1360-1	721 (800-1)	1360-2	1360-2 1/4
			721 (800-2)	721 (800-2 1/4)
CIRCLING	1620-1 1/4	1700-1 1/2	1800-3	1150 (1200-3)
	970 (1000-1 1/4)	1050 (1100-1 1/2)		
FORT PAYNE ALTIMETER SETTING MINIMUMS				
RNAV MDA	1440-1	1440-1 1/4	1440-2 1/4	1440-2 1/2
	801 (800-1)	801 (800-1 1/4)	801 (800-2 1/4)	801 (800-2 1/2)
CIRCLING	1700-1 1/4	1780-1 1/2	1880-3	1230 (1300-3)
	1050 (1100-1 1/4)	1130 (1200-1 1/2)		



LOC I-SEM	APP CRS	Rwy Idg	8002
110.5	327°	TDZE	165
		Apt Elev	166

⚠ Inoperative table does not apply to S-LOC 33 Cat. C. Visibility reduction by helicopters NA.

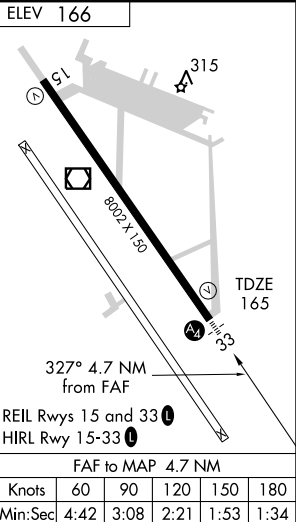
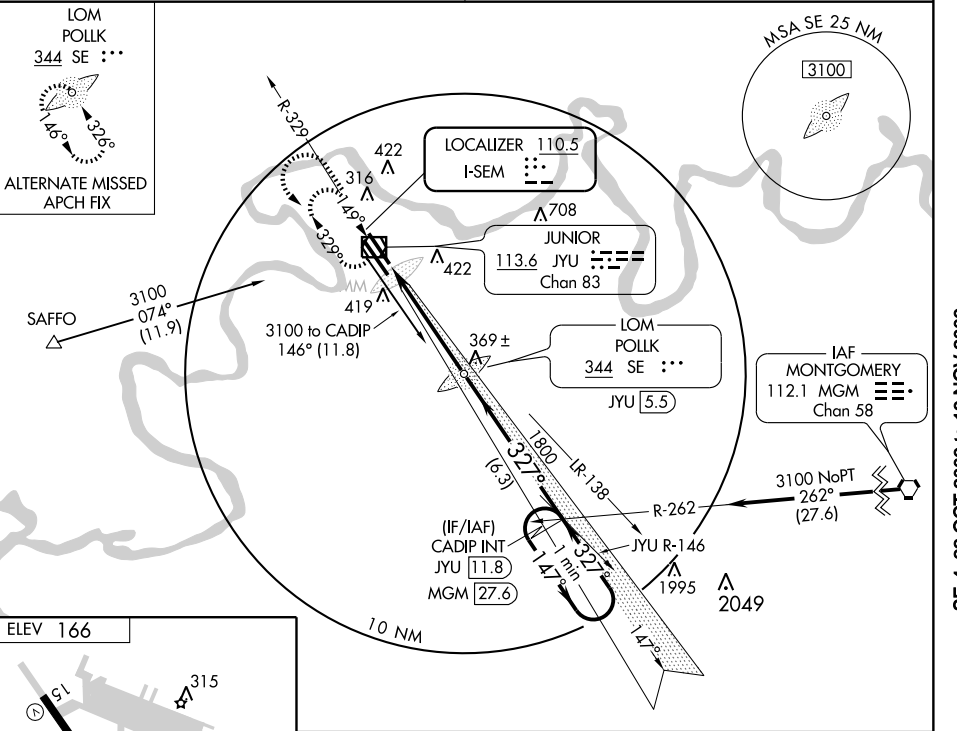
⚠ NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase ILS DA to 592 feet: increase all MDAs 100 feet.

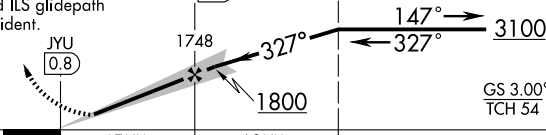
MALS

A2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct JYU VOR/DME and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) 0



ELEV 166				
1300 3100 JYU 113.6				
VGSI and ILS glidepath not coincident.				
POLK LOM JYU 5.5				
CADIP INT JYU 11.8 One Minute Holding Pattern				
				
CATEGORY	A	B	C	D
S-ILS 33	493-1 328 (400-1)			
S-LOC 33	700-3/4	535 (600-3/4)	700-1 1/2 535 (600-1 1/2)	700-1 3/4 535 (600-1 3/4)
CIRCLING	800-1	634 (700-1)	800-1 3/4 634 (700-1 3/4)	800-2 634 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB RWY 33

SELMA/ CRAIG FIELD (SEM)

LOM SE	APP CRS	Rwy Idg	8002
344	326°	TDZE	165
		Apt Elev	166

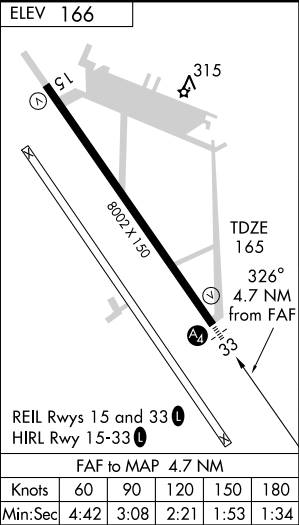
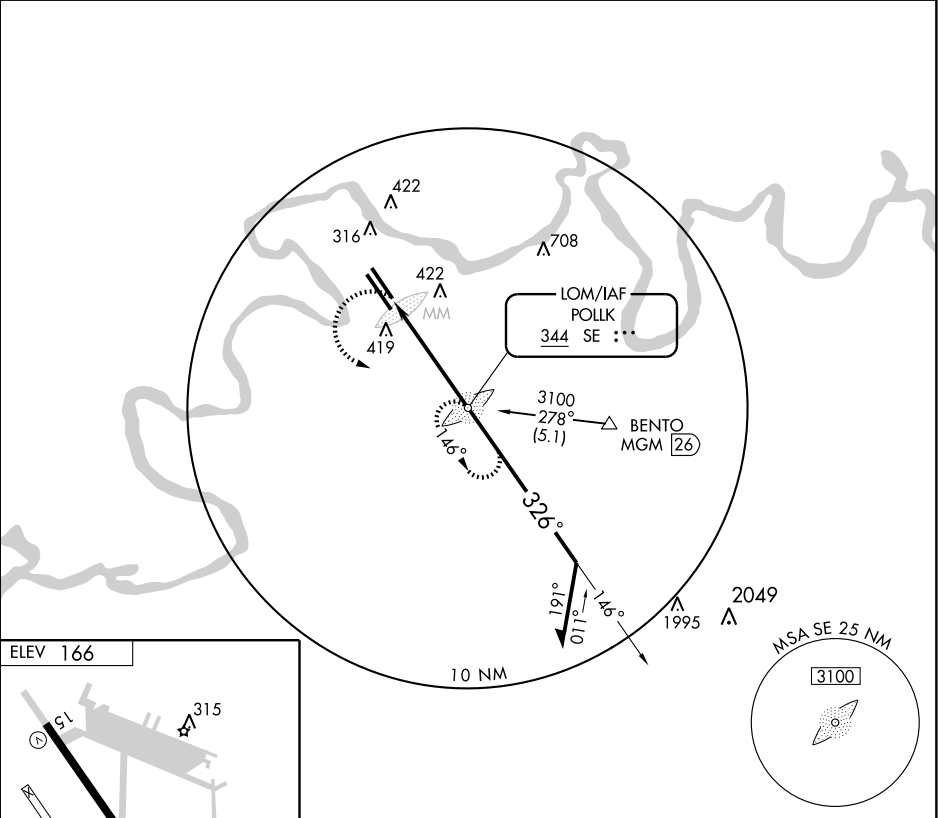
NA

Inoperative table does not apply to S-33 Cat. C.
Visibility reduction by helicopters NA.
Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

MALS

MISSED APPROACH: Climbing left turn to 3100 direct POLLK LOM and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★ 124.0 363.025	UNICOM 122.7 (CTAF) 0
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3100 SE

LOM

Remain within 10 NM

3100

326°

146°

1700

≤2.96° TCH 45

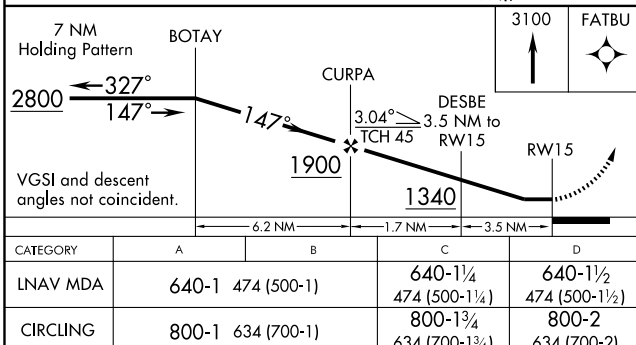
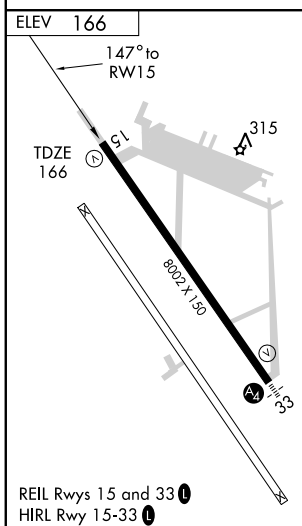
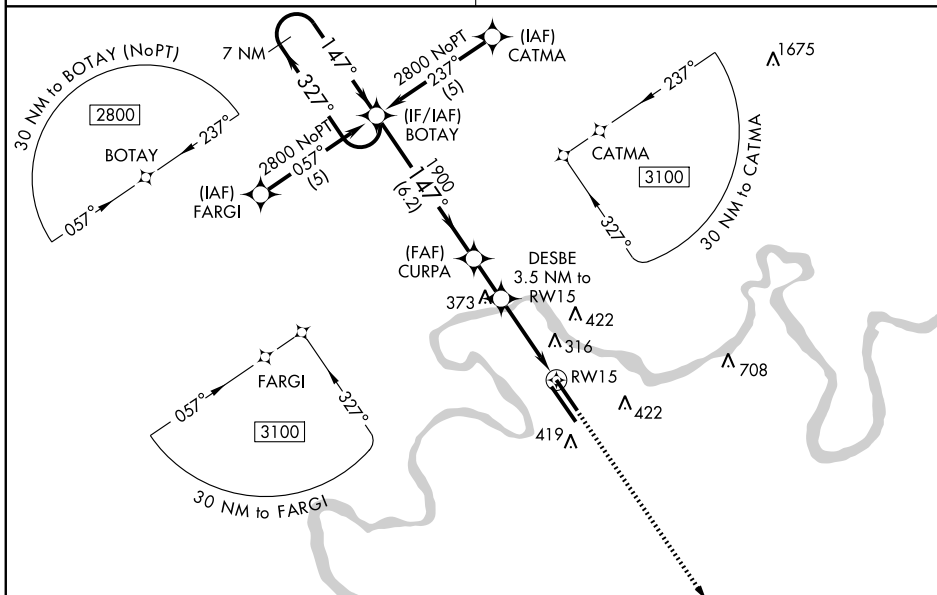
4.7 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-33	800-3/4 635 (700-3/4)		800-13/4 635 (700-13/4)	800-2 635 (700-2)
CIRCLING	800-1 634 (700-1)		800-13/4 634 (700-13/4)	800-2 634 (700-2)

APP CRS	Rwy Idg	8002
147°	TDZE	166
	Apt Elev	166

MISSED APPROACH: Climb to 3100 direct FATBU and hold.

UNICOM
122.7 (CTAF) 

RNAV (GPS) RWY 33

SELMA/ CRAIG FIELD (SEM)

WAAS CH 90205 W33A	APP CRS 327°	Rwy Idg TDZE Apt Elev	8002 165 166
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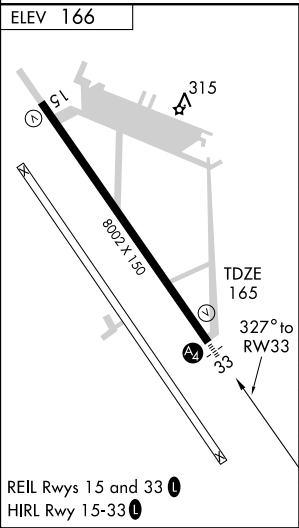
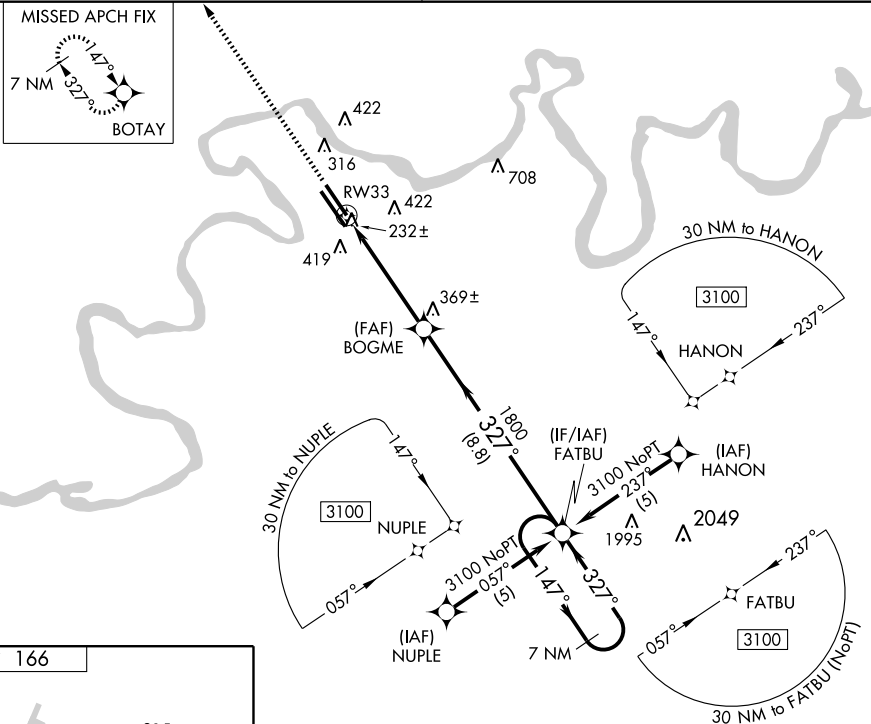
⚠ Inoperative table does not apply to LNAV Cat C. Baro-VNAV NA
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase LPV DA to 627'; LNAV/VNAV DA to 804'; increase all MDAs 100'.

MALS

A4

MISSED APPROACH:
Climb to 2800 direct BOTAY and hold.

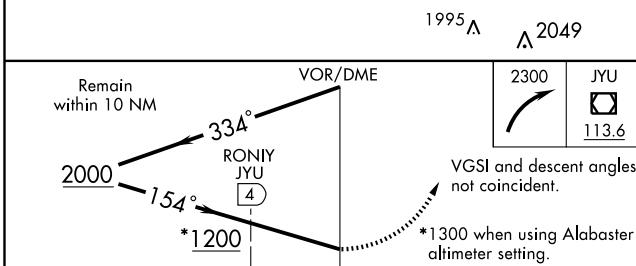
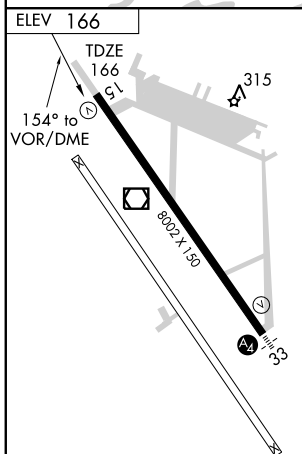
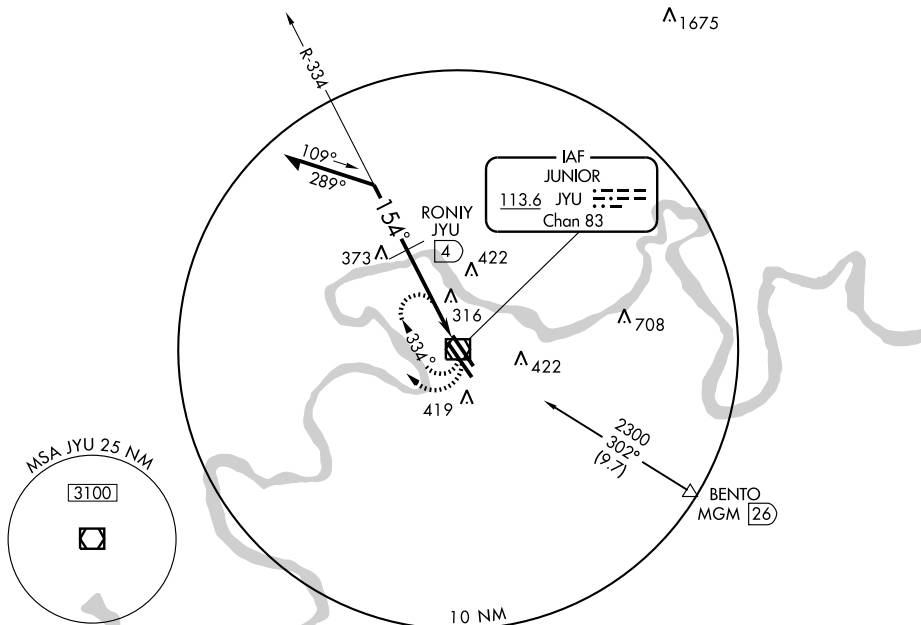
MONTGOMERY APP CON★ 124.0 363.025	UNICOM 122.7 (CTAF) 1
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2800	BOTAY				
CATEGORY	A	B	C	D	
LPV DA	528-1¼ 363 (400-1¼)				
LNAV/ VNAV DA	705-2 540 (600-2)				
LNAV MDA	640-¾ 475 (500-¾)	640-1¼ 475 (500-1¼)	640-1½ 475 (500-1½)		
CIRCLING	800-1 634 (700-1)	800-1¾ 634 (700-1¾)	800-2 634 (700-2)		

MISSED APPROACH: Climbing right turn to 2300 in JYU VOR/DME holding pattern, continue climb-in-hold to 2300.

UNICOM
122.7 (CTAF) **L**



CATEGORY		A	B	C	D
S-15	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3	1034 (1100-3)	
CIRCLING	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3	1034 (1100-3)	
RONIY FIX MINIMUMS					
S-15	660-1	494 (500-1)	660-1¼ 494 (500-1¼)	660-1½ 494 (500-1½)	
CIRCLING	800-1	634 (700-1)	800-1¾ 634 (700-1¾)	800-2 634 (700-2)	

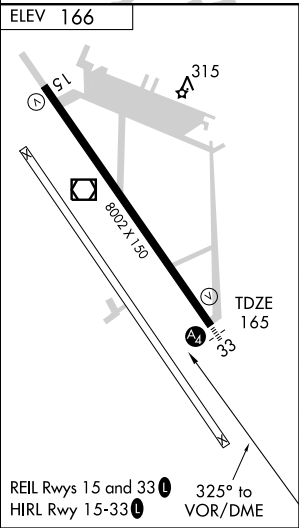
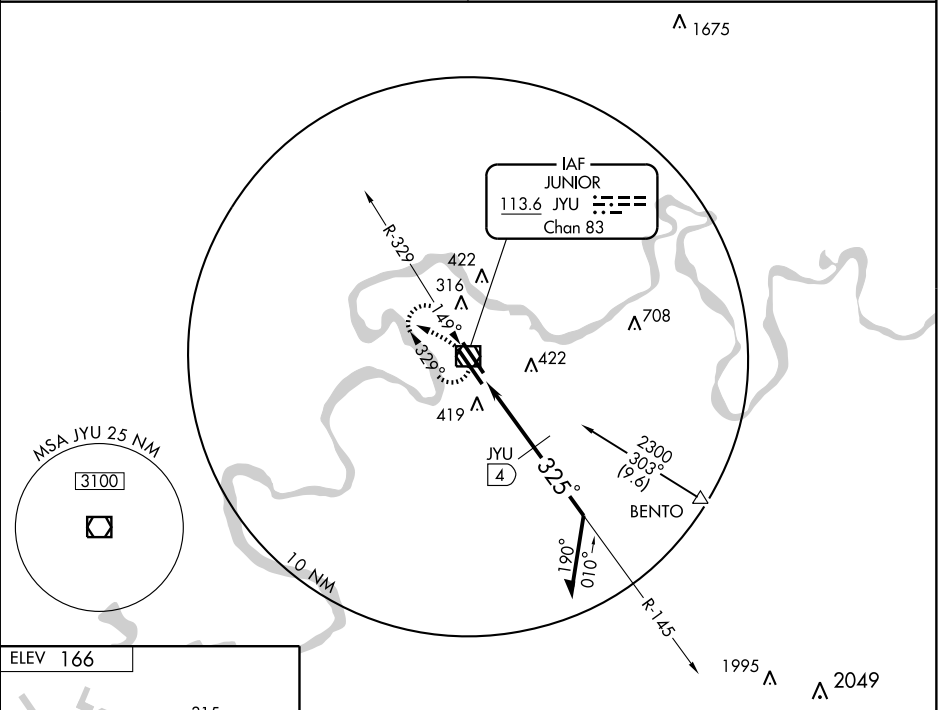
VOR/DME JYU	APP CRS	Rwy Idg	8002
113.6	325°	TDZE	165
Chan 83		Apt Elev	166


VOR RWY 33

SELMA/ CRAIG FIELD (SEM)

Use Montgomery altimeter setting.	MALS	MISSED APPROACH: Climb to 2300 in JYU VOR/DME holding pattern.
NA VOR MINIMUMS: Inoperative table does not apply.		
DME MINIMUMS: Inoperative table does not apply to CATs C and D.		

MONTGOMERY APP CON ★ 124.0 363.025	UNICOM 122.7 (CTAF) 0
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2300
JYU

113.6

CATEGORY	A	B	C	D
S-33	1400-1¼ 1235 (1300-1¼)	1400-1½ 1235 (1300-1½)	1400-3	1235 (1300-3)
CIRCLING	1400-1¼ 1234 (1300-1¼)	1400-1½ 1234 (1300-1½)	1400-3	1234 (1300-3)
DME MINIMUMS				
S-33	760-¾	595 (600-¾)	760-1½ 595 (600-1½)	760-1¾ 595 (600-1¾)
CIRCLING	800-1	634 (700-1)	800-1¾ 634 (700-1¾)	800-2 634 (700-2)

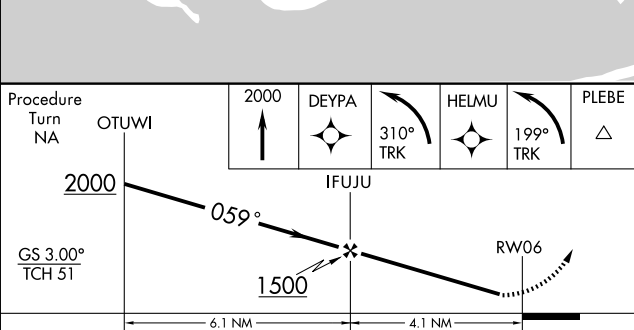
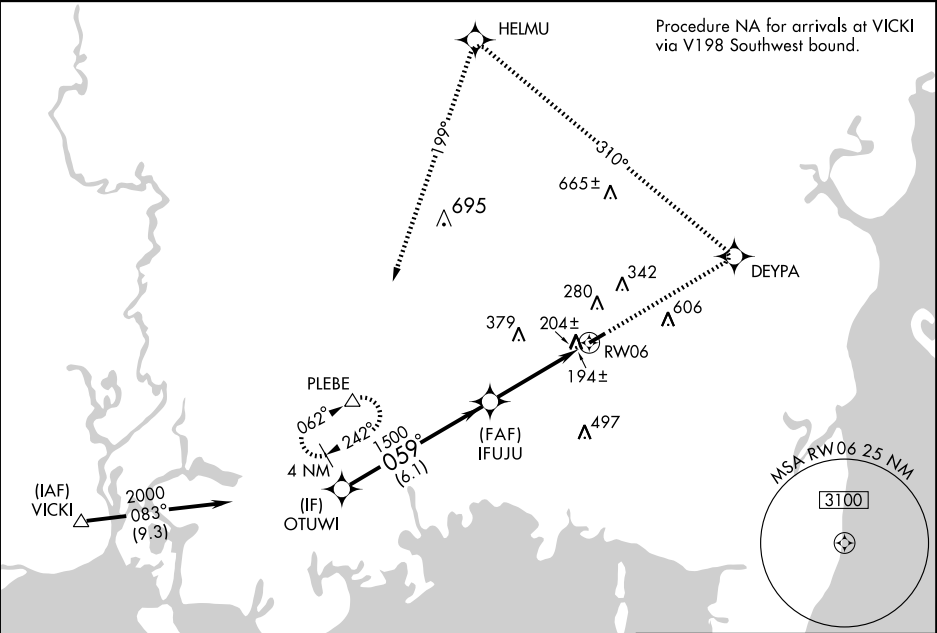
WAAS CH 69507 W06A	APP CRS 059°	Rwy Idg TDZE 3998 Apt Elev 132
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RNAV (GPS) RWY 6
ST. ELMO (2R5)

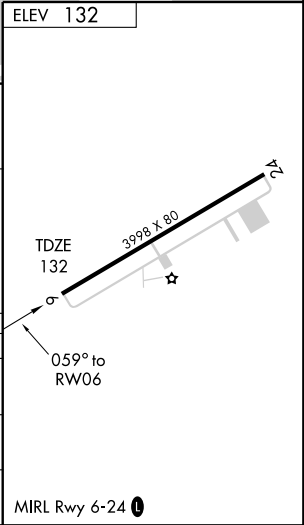
NA DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Mobile Rgnl altimeter setting; when not received use Pascagoula altimeter setting and increase DA to 483 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct DEYPA and left turn via 310° track to HELMU and left turn via 199° track to PLEBE and hold.

MOBILE APP CON 121.0 307.1	CTAF 122.9	122.75 0
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CATEGORY	A	B	C	D
LPV DA	475-1¼	343 (400-1¼)		NA
LNAV MDA	540-1	408 (500-1)	540-1¼ 408 (500-¼)	NA
CIRCLING	620-1	488 (500-1)	700-1½ 568 (600-1½)	NA



NDB-A

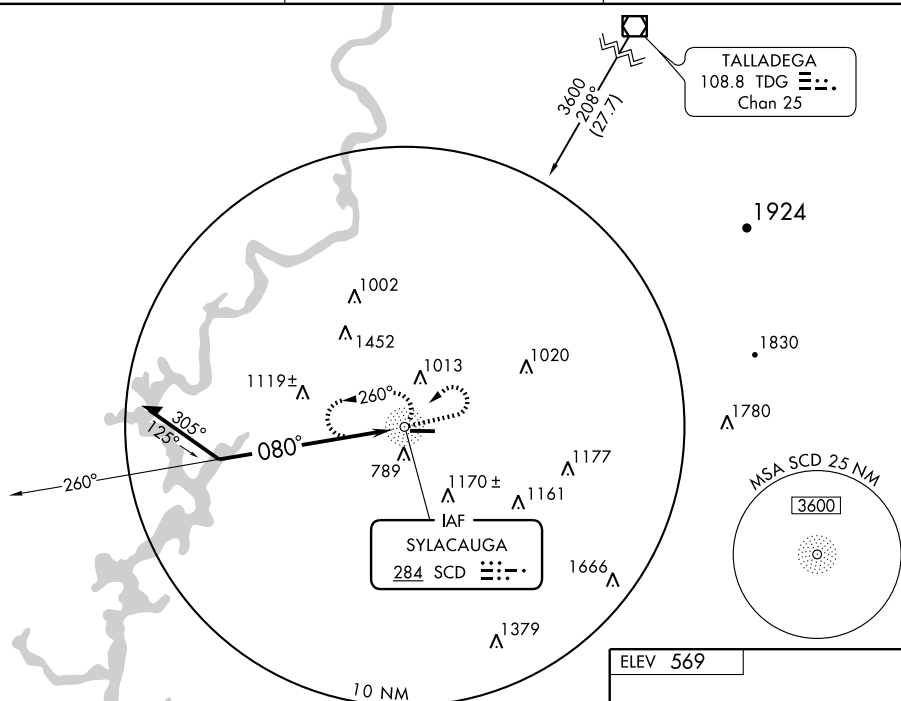
SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

NDB SCD <u>284</u>	APP CRS 080°	Rwy Idg TDZE Apt Elev	N/A N/A 569
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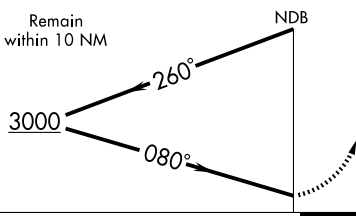
If local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 100 feet.




MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SCD NDB and hold

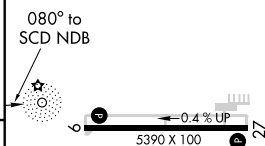
AWOS-3 119.125	BIRMINGHAM APP CON 123.8 385.6	UNICOM 122.8 (CTAF) 1
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Remain
within 10 NM



2000	3000	SCD
		
		284



CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 911 (1000-1¼)		1480-2¾ 911 (1000-2¾)	1600-3 1031 (1100-3)

MIRL Rwy 9-27 **L**

APP CRS	Rwy Idg	5390
093°	TDZE	569
	Apt Elev	569

RNAV (GPS) RWY 9

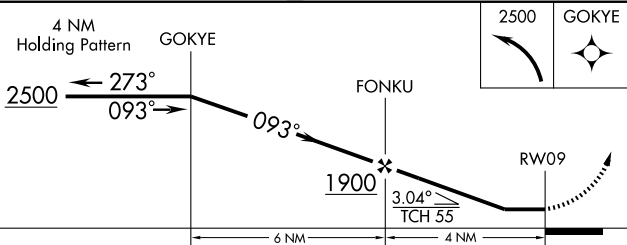
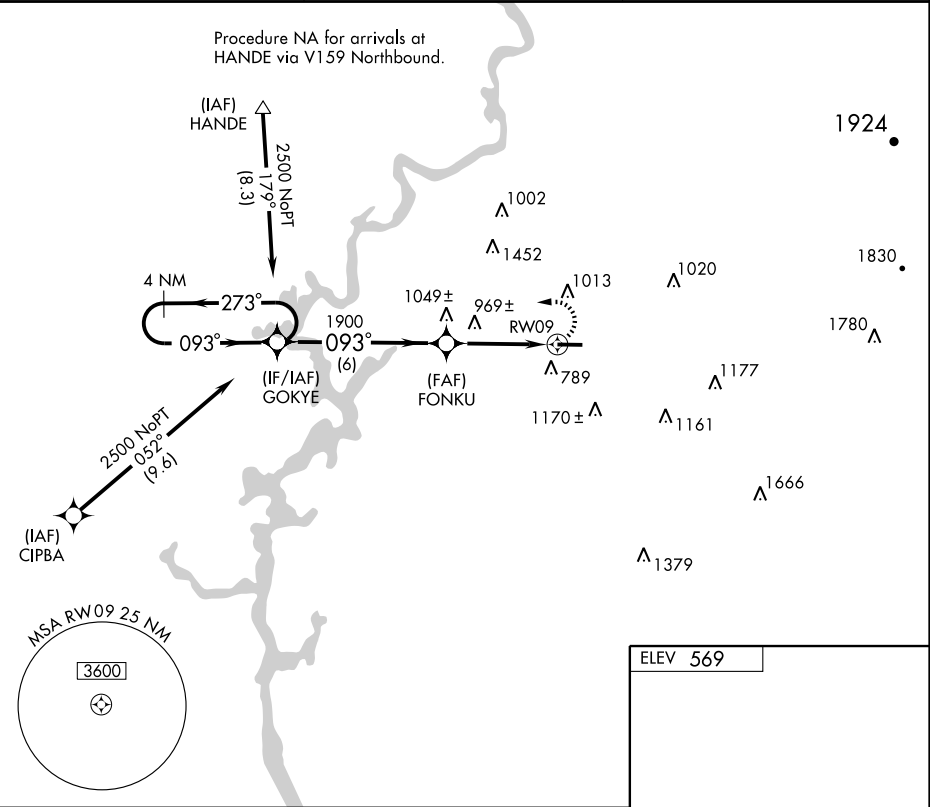
SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

▼ DME/DME RNP-0.3 NA. Straight-in minimums NA at night. If local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 100 feet.

▲

MISSED APPROACH: Climbing left turn to 2500 direct GOKYE and hold.

AWOS-3 119.125	BIRMINGHAM APP CON 123.8 385.6	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1220-1 651 (700-1)		1220-1¾ 651 (700-1¾)	1220-2 651 (700-2)
CIRCLING	1220-1 651 (700-1)		1320-2¼ 751 (800-2¼)	1600-3 1031 (1100-3)

ELEV 569

☆ TDZE 569

093° to RW09

MIRL Rwy 9-27 **0**

APP CRS	Rwy Idg	5390
274°	TDZE	551
	Apt Elev	569

RNAV (GPS) RWY 27

SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

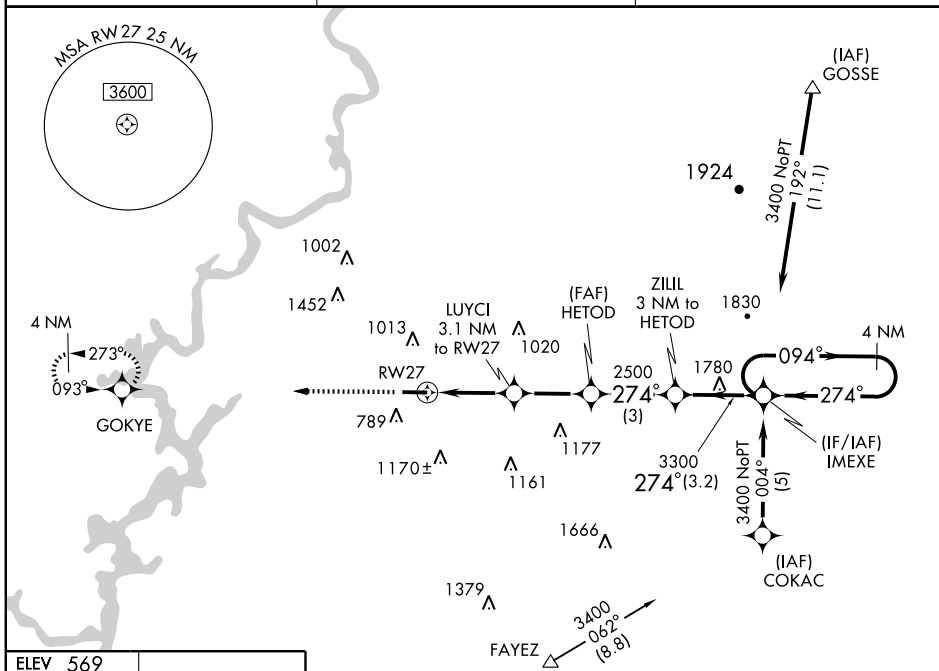
- T** If local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 100 feet. VDP NA when using Birmingham altimeter setting.
A DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2500 direct GOKYE and hold.

AWOS-3
119.125

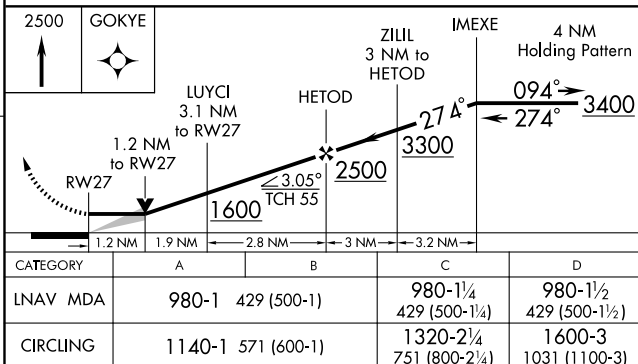
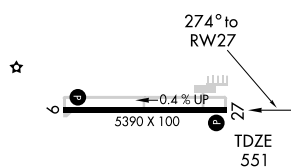
BIRMINGHAM APP CON
123.8 385.6

UNICOM
122.8 (CTAF) **L**



SE-4. 22 OCT 2009 to 19 NOV 2009

ELEV 569

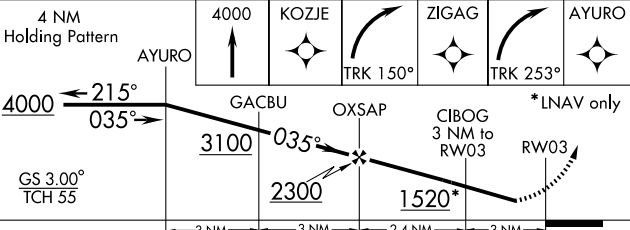
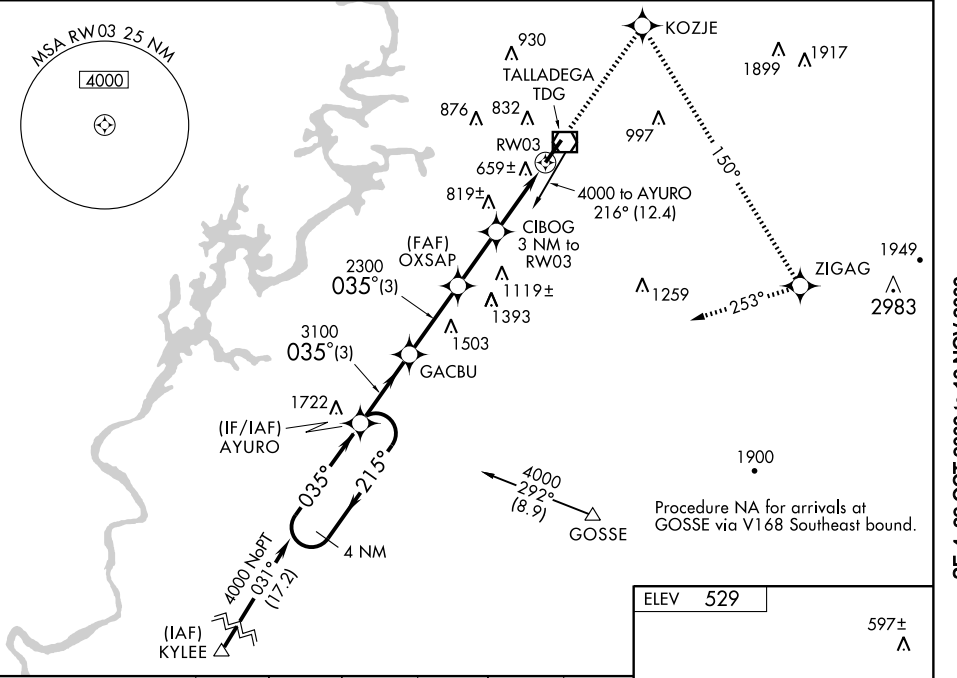
MIRL Rwy 9-27 **L**

▼
▲

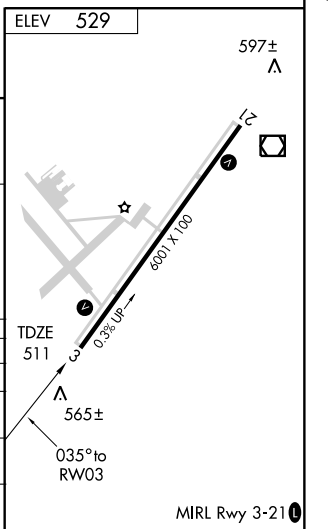
Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 902, LNAV/VNAV DA to 1002, and all MDA 40 feet; Increase LNAV/VNAV visibility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct KOZJE and right turn via 150° track to ZIGAG and right turn via 253° track to AYURO and hold.

AWOS-3 118.425	BIRMINGHAM APP CON 125.45 381.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	868-1¼		357 (400-1¼)	
LNAV/VNAV DA	968-1½		457 (500-1½)	
LNAV MDA	1080-1	569 (600-1)	1080-1½	1080-1¾
	631 (700-1)	651 (700-1)	651 (700-1¾)	569 (600-1¾)
CIRCLING	1160-1	1180-1	1180-1¾	1200-2¼
	631 (700-1)	651 (700-1)	651 (700-1¾)	671 (700-2¼)



SE-4: 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 21

TALLADEGA MUNI (ASN)

WAAS CH 45608 W21A	APP CRS 215°	Rwy Idg TDZE Apt Elev	6001 529 529
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Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 922, LNAV/VNAV DA to 1179, and all MDA 40 feet; increase LPV visibility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ¼ mile.

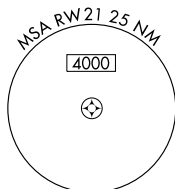
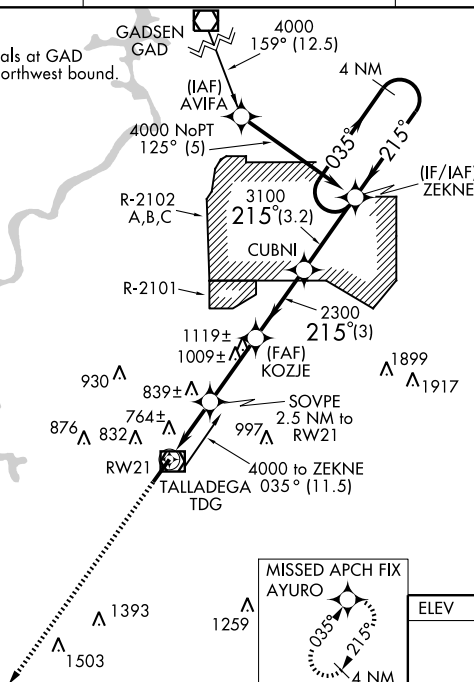
MISSED APPROACH:
Climb to 4000 direct AYURO and hold,
continue climb-in-hold
to 4000.

AWOS-3
118.425

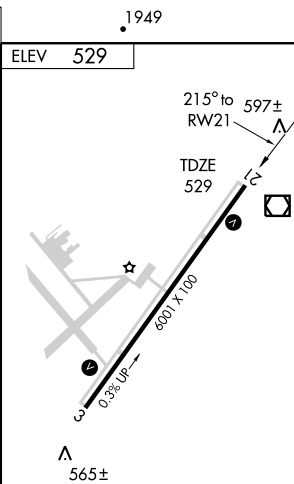
BIRMINGHAM APP CON
125.45 381.5

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals at GAD
VOR/DME via V321 Northwest bound.



4000	AYURO	SOVPE 2.5 NM to RW21	KOZJE	CUBNI	ZEKNE	4 NM Holding Pattern
*LNAV only.						
RW21		1360*	2300			GS 3.00° TCH 45
		2.5 NM	2.8 NM	3 NM	3.2 NM	
CATEGORY	A	B	C	D		
LPV DA	888-1¼		359 (400-1¼)			
LNAV/VNAV DA	1145-2¼		616 (700-2¼)			
LNAV MDA	1100-1	571 (600-1)	1100-1½	571 (600-1½)	1100-1¾	571 (600-1¾)
CIRCLING	1160-1	631 (700-1)	1180-1	651 (700-1)	1180-1¾	671 (700-1¾)

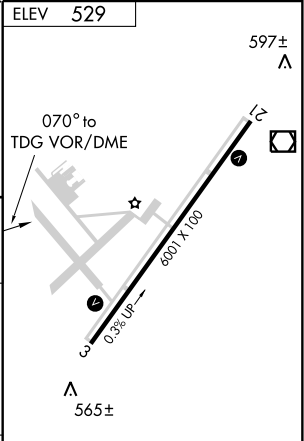
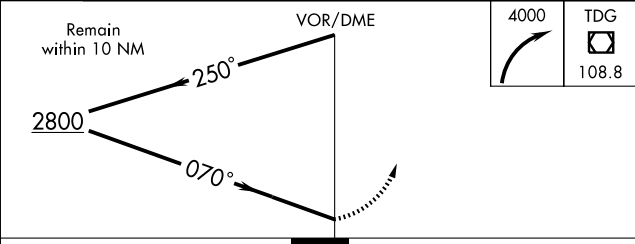
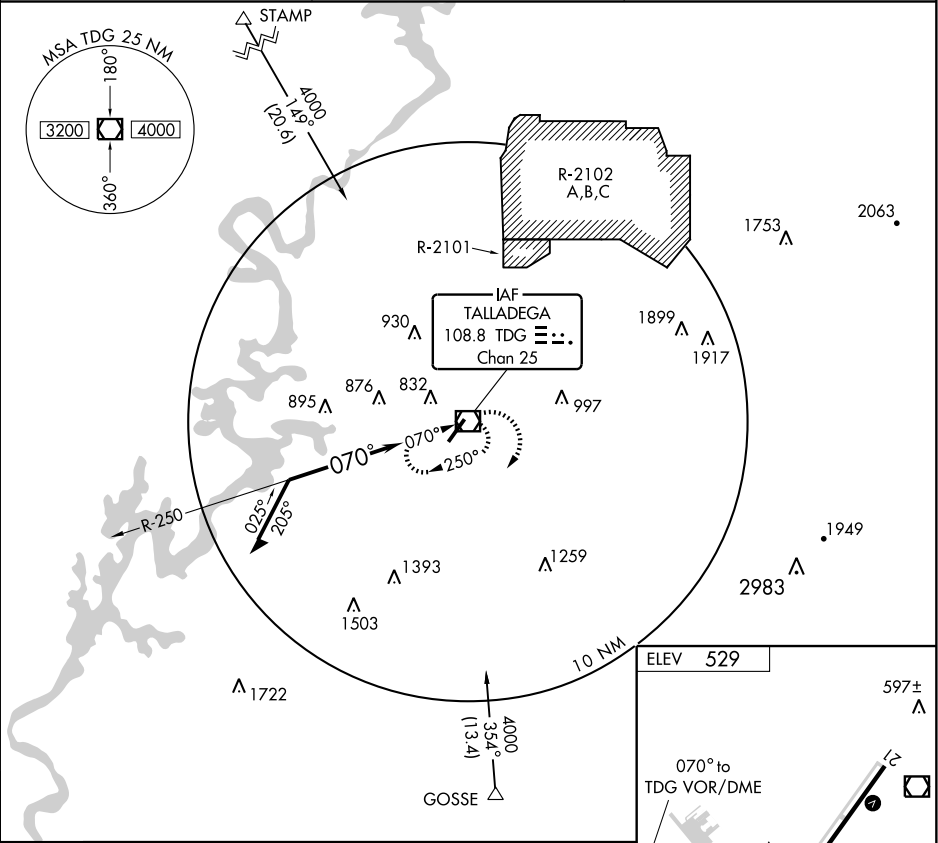


VOR/DME TDG 108.8 Chan 25	APP CRS 070°	Rwy Idg TDZE Apt Elev	N/A N/A 529
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VOR-A
TALLADEGA MUNI (ASN)

 When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 40 feet; increase circling Cats. C/D visibility ¼ mile.	MISSED APPROACH: Climbing right turn to 4000 in TDG VOR/DME holding pattern.
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AWOS-3 118.425	BIRMINGHAM APP CON 125.45 381.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	1300-1 771 (800-1)	1300-1¼ 771 (800-1¼)	1300-2¼ 771 (800-2¼)	1300-2½ 771 (800-2½)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 40 feet; increase S-3 Cats C/D visibility and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 260° and TDG VOR/DME R-219 to FLADE/6.5 DME and hold.

AWOS-3 118.425	BIRMINGHAM APP CON 125.45 381.5	UNICOM 122.8 (CTAF) 0
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FLADE TDG 6.5	2000	4000	TDG R-219 108.8	FLADE TDG 6.5
UCOSE TDG 9.5	2.99°	WAMIB TDG 1.5		

CATEGORY	A	B	C	D
S-3	1180-1	669 (700-1)	1180-1¾ 669 (700-1¾)	1180-2 669 (700-2)
CIRCLING	1180-1	651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)

MRL Rwy 3-21 0

SE-4: 22 OCT 2009 to 19 NOV 2009

ILS or LOC RWY 7

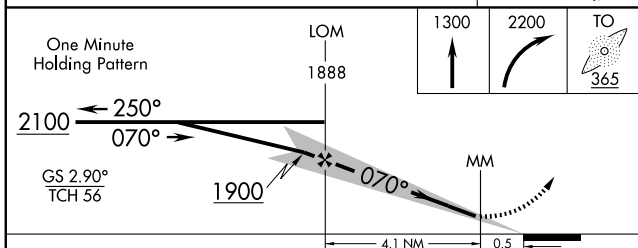
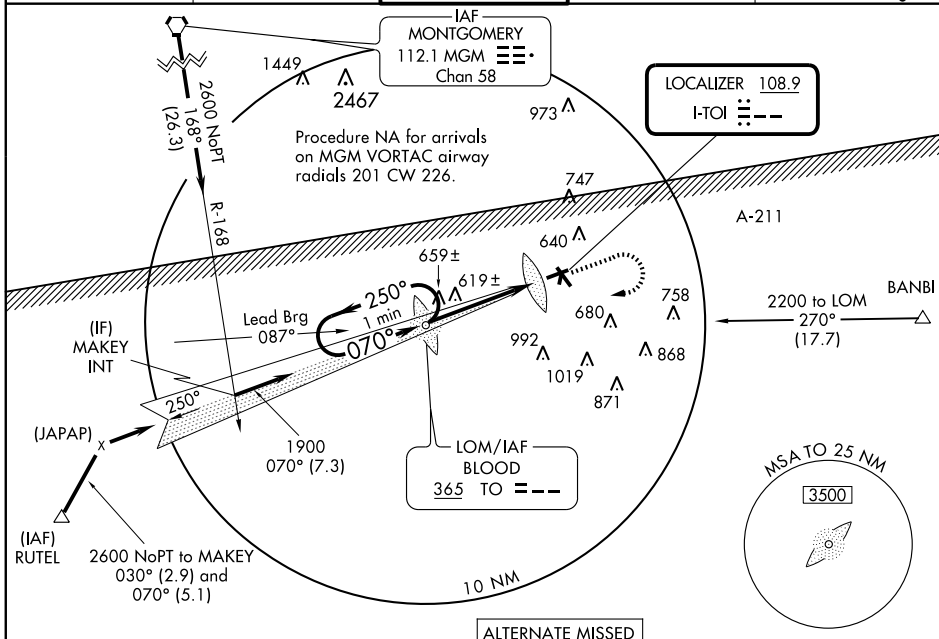
TROY MUNI (TOI)

LOC I-TOI 108.9	APP CRS 070°	Rwy Idg TDZE Apt Elev	5009 392 398
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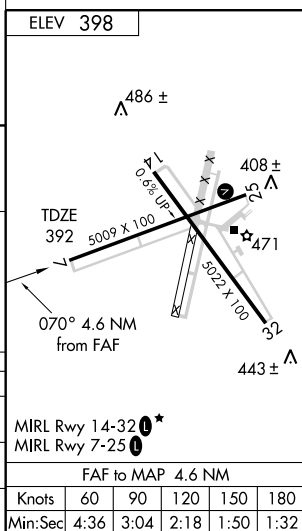
ADF Required. When local altimeter setting not received, use Montgomery altimeter setting and increase S-ILS 7 DA to 698 and all MDAs 120 feet; increase S-ILS 7 visibility all Cats ¼ mile, S-LOC 7 and Circling visibility Cats. C and D ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

ATIS 120.925	CAIRNS APP CON ★ 121.1 319.25	TROY TOWER ★ 124.3 306.9	GND CON 121.9 263.125	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 7	597-¾ 205 (200-¾)			
S-LOC 7	880-1 488 (500-1)	880-1½ 488 (500-1½)	880-1½ 488 (500-1½)	
CIRCLING	940-1 542 (600-1)	940-1½ 542 (600-1½)	940-1½ 542 (600-1½)	582 (600-2)



NDB RWY 7

TROY MUNI (TOI)

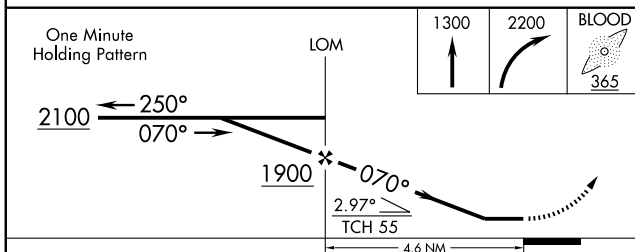
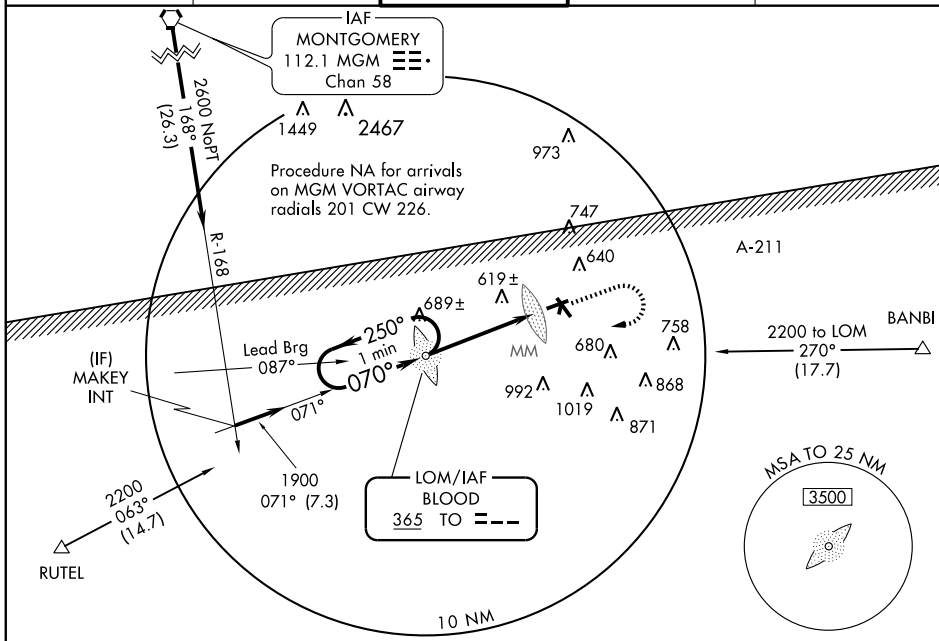
LOM TO 365	APP CRS 070°	Rwy Idg TDZE Apt Elev	5009 392 398
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When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase S-7 and Circling Cats. C and D visibilities ¼ mile.

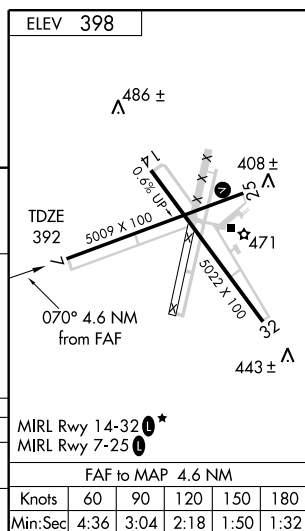
MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

ASR/PAR

ATIS 120.925	CAIRNS APP CON ★ 121.1 319.25	TROY TOWER ★ 124.3 306.9	GND CON 121.9 263.125	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-7	920-1 528 (600-1)		920-1½ 528 (600-1½)	920-1¾ 528 (600-1¾)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	582 (600-2)



MIRL Rwy 14-32 0★
MIRL Rwy 7-25 0

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

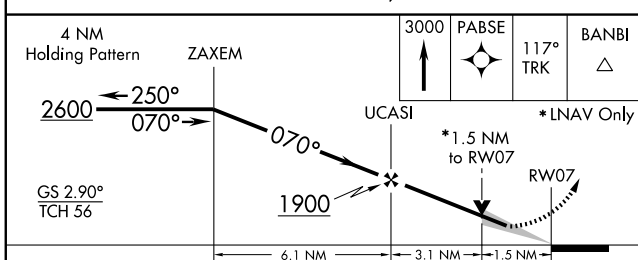
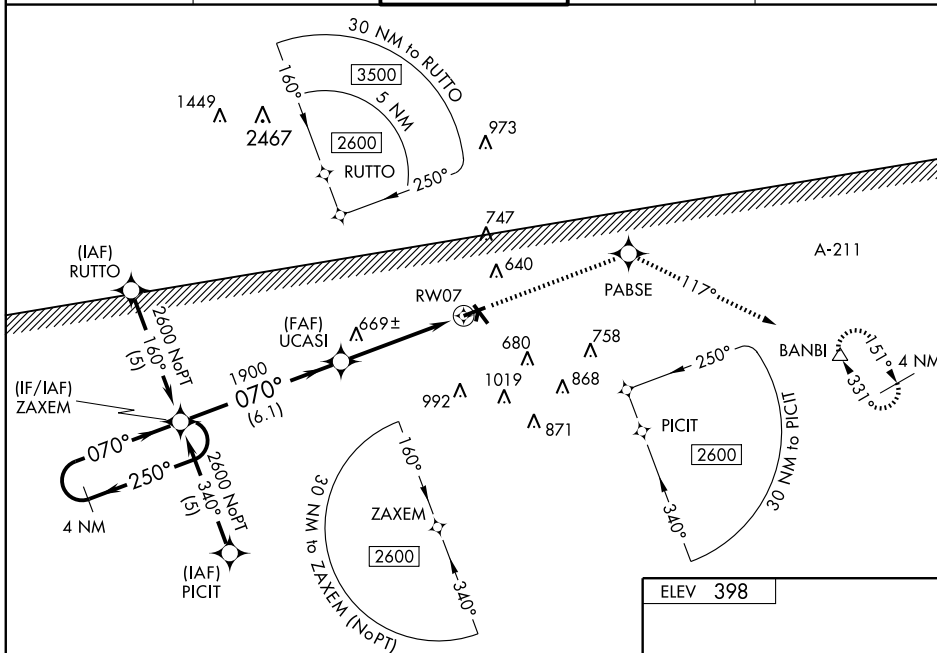
RNAV (GPS) RWY 7
TROY MUNI (TOI)

WAAS CH 82006 W07A	APP CRS 070°	Rwy Idg 5009 TDZE 392 Apt Elev 398
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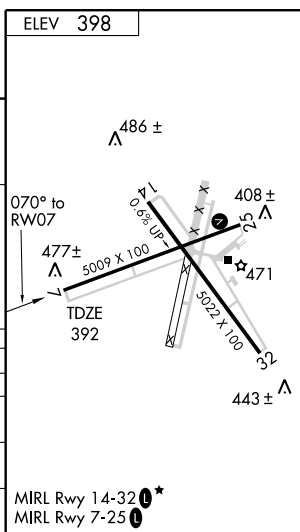
Circling to Rwy 14 NA at night. When VGSI inop, Circling Rwy 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DAs 101 feet, and all MDAs 120 feet; increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling visibility Cats. C and D ¼ mile. VDP and Baro-VNAV NA when using Montgomery altimeter setting

MISSED APPROACH:
Climb to 3000 direct
PABSE and via 117°
track to BANBI and
hold.

ATIS 120.925	CAIRNS APP CON★ 121.1 319.25	TROY TOWER★ 124.3 306.9	GND CON 121.9 263.125	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		597- ³ / ₄	205 (200- ³ / ₄)	
LNAV/ VNAV DA		727-1 ¹ / ₄	335 (400-1 ¹ / ₄)	
LNAV MDA	920-1	528 (600-1)	920-1 ¹ / ₂ 528 (600-1 ¹ / ₂)	920-1 ³ / ₄ 528 (600-1 ³ / ₄)
CIRCLING	940-1	542 (600-1)	940-1 ¹ / ₂ 542 (600-1 ¹ / ₂)	980-2 582 (600-2)



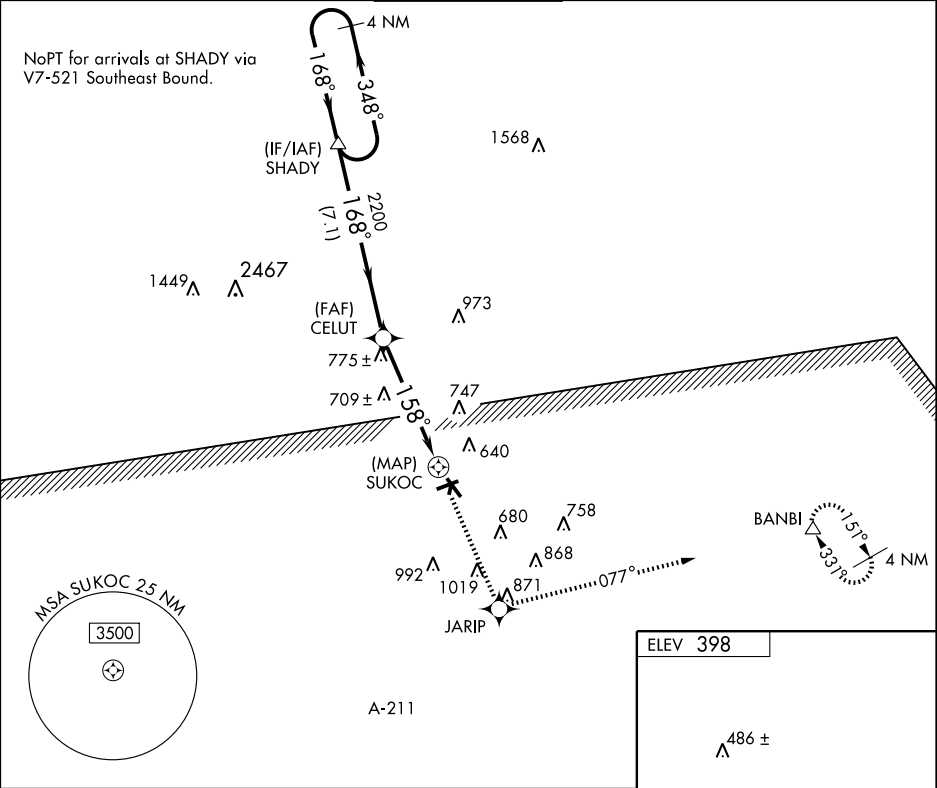
APP CRS	Rwy Idg	5022
158°	TDZE	398
	Apt Elev	398

RNAV (GPS) RWY 14

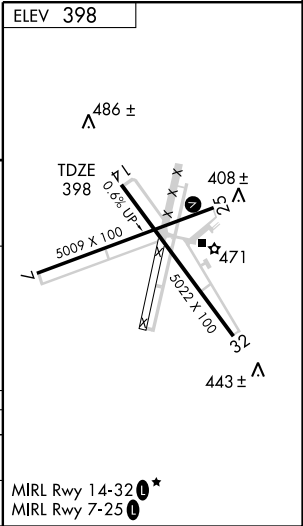
TROY MUNI (T01)

<p>▼ ▲ ASR/PAR</p>	<p>DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase LNAV visibility Cats. C and D ¼ mile, increase Circling visibility Cat. C ½ mile and Cat. D ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3000 direct JARIP and via 077° track to BANBI and hold.</p>
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ATIS 120.925	CAIRNS APP CON★ 121.1 319.25	TROY TOWER ★ 124.3 306.9	GND CON 121.9 263.125	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern	SHADY	3000	JARIP	TRK 077°	BANBI
2400	348° 168°	2200	168° 158°	SUKOC	
		CELUT	3.03° TCH 40		
		7.1 NM	5 NM	0.5	
CATEGORY	A	B	C	D	
LNAV MDA	960-1	562 (600-1)	960-1½ 562 (600-1½)	960-1¾ 562 (600-1¾)	
CIRCLING	960-1	562 (600-1)	960-1½ 562 (600-1½)	980-2 582 (600-2)	



APP CRS 251°	Rwy Idg TDZE Apt Elev	5009 394 398
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RNAV (GPS) RWY 25

TRÖY MUNI (TOI)



ASR/PAR

Circling to Rwy 14 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSi inop, Straight-in/Circling Rwy 25 NA at night. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase LNAV and Circling visibility Cots. C and D ¼ mile.

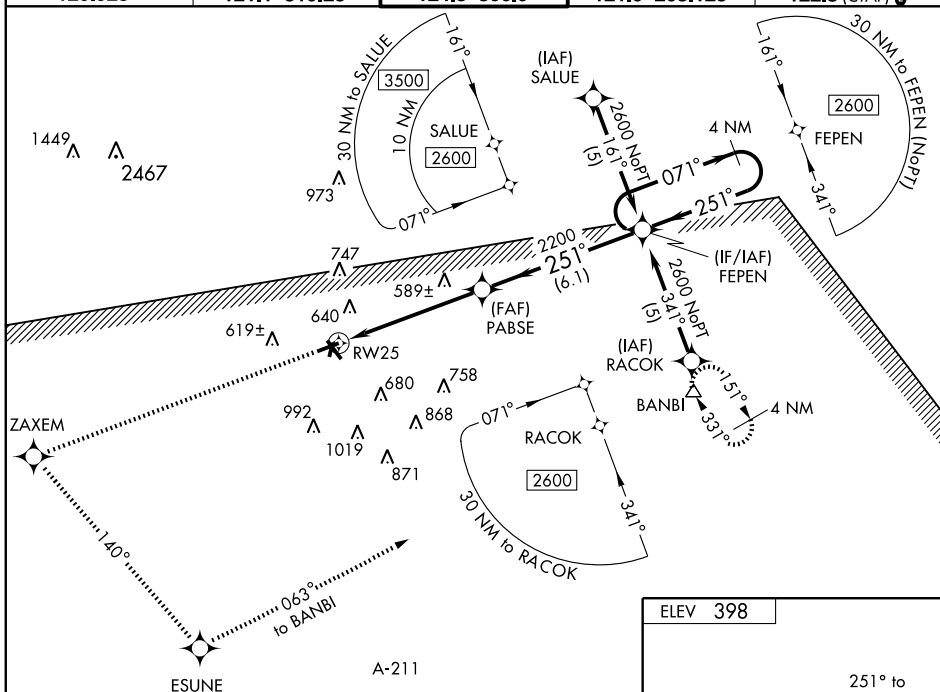

MISSED APPROACH: Climb to 3000 direct ZAXEM and left turn via 140° track to ESUNE and via 063° track to BANBI and hold.

ATIS
120.925

CAIRNS APP CON★
121.1 319.25

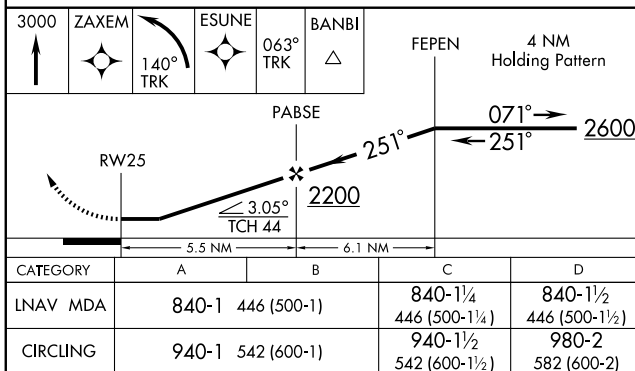
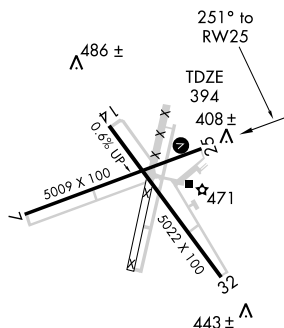
TROY TOWER ★
124.3 306.9

GND CON
121.9 263.125

UNICOM
122.8 (CTAF) 

SE-4. 22 OCT 2009 to 19 NOV 2009

ELEV 398



MIRL Rwy 14-32 **L**★
MIRL Rwy 7-25 **L**

WAAS CH 53506 W32A	APP CRS 324°	Rwy Idg 5022 TDZE 393 Apt Elev 398
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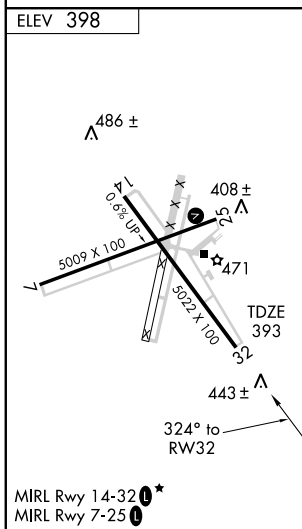
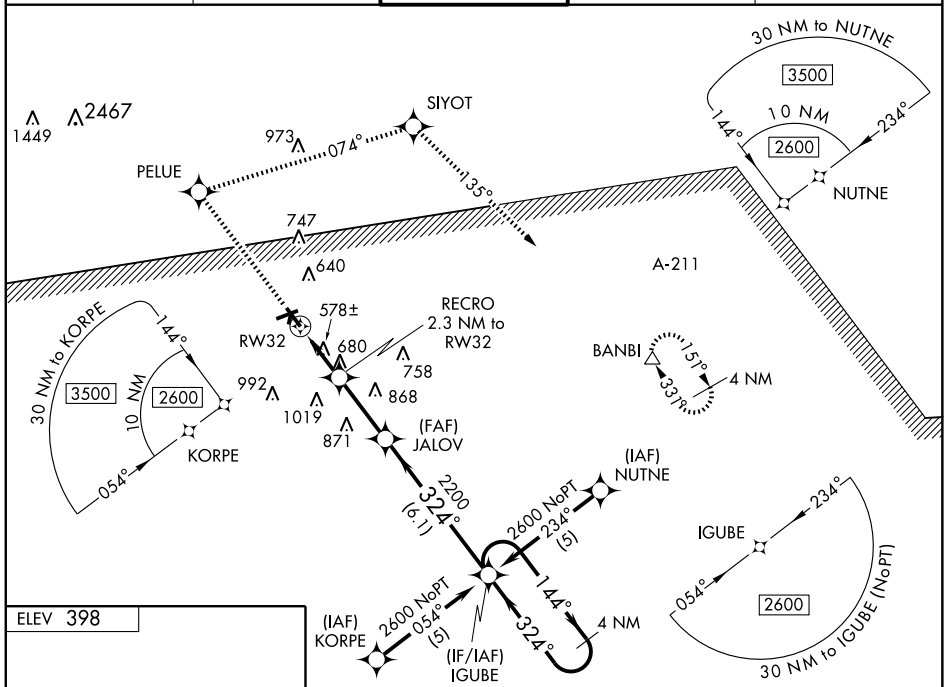
RNAV (GPS) RWY 32

TROY MUNI (TOI)

▼ Circling to Rwy 14 NA at night. When VGSI inop, Circling Rwy 25 NA at night. For
▲ uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C
 (130°F). DME/DME RNP-0.3 NA. LNAV, VDP, and Baro-VNAV when using
 ASR/ Montgomery altimeter setting. When local altimeter setting not received, use Montgomery
 PAR altimeter setting and increase all DAs 101 feet, and all MDAs 120 feet; increase LPV
 and LNAV/VNAV all Cuts, and Circling Cuts. C and D visibilities ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
PELUE and right turn
via 074° track to SIYOT
and via 135° track
to BANBI and hold.

ATIS 120.925	CAIRNS APP CON ★ 121.1 319.25	TROY TOWER ★ 124.3 306.9	GND CON 121.9 263.125	UNICOM 122.8 (CTAF) 0
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3000 ↑	PELUE ✦	TRK 074° ↗	SIYOT ✦	TRK 135° ↘	BANBI △	IGUBE 	4 NM Holding Pattern
*LNAV Only		RECRO 2.3 NM to RW32	JALOV ✕	144° → 2600 ← 324°		GS 3.30° TCH 50	
RW32 ↙		*1.5 NM to RW32	*1220	324°	2200		
1.5 NM		0.8	2.7 NM	6.1 NM			
CATEGORY	A		B		C		D
LPV DA	645-1		252 (300-1)				NA
LNAV/ VNAV	879-1¾		486 (500-1¾)				NA
LNAV MDA	940-1 547 (600-1)		940-1½ 547 (600-1½)		940-1¾ 547 (600-1¾)		
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)		980-2 582 (600-2)		

AIRPORT DIAGRAM

AL-487 (FAA)

TUSCALOOSA RGNL (TCL)
TUSCALOOSA, ALABAMA

ASOS
132.825
TUSCALOOSA TOWER★
126.3 256.7
GND CON
121.8 257.95

33° 14.0'N

258±

ELEV
167

FIELD
ELEV
170

118.0°

4001 X 100

ELEV
165

298.0°

ELEV
164

222.5°

FBO

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

CONTROL TOWER

FIRE STATION

TERMINAL

6499 X 150

ELEV
153

042.5°

RWY 4-22

S90, D133, ST169, DT200

RWY 11-29

S36, D53, DT93

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

87° 37.0'W

87° 36.0'W

LOC I-TCL	APP CRS	Rwy Idg	6499
109.1	041°	TDZE	159
		Apt Elev	170

ILS RWY 4

TUSCALOOSA RGNL (TCL)

For inoperative MALSR increase S-LOC 4 visibility to 1.



MISSED APPROACH: Climb to 2200
direct LDK VORTAC and hold.

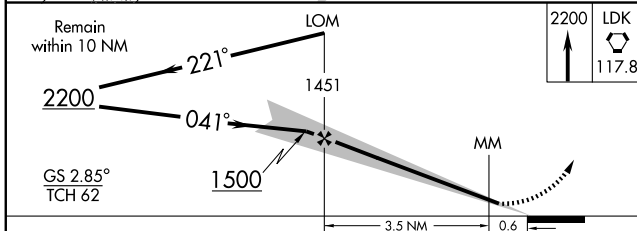
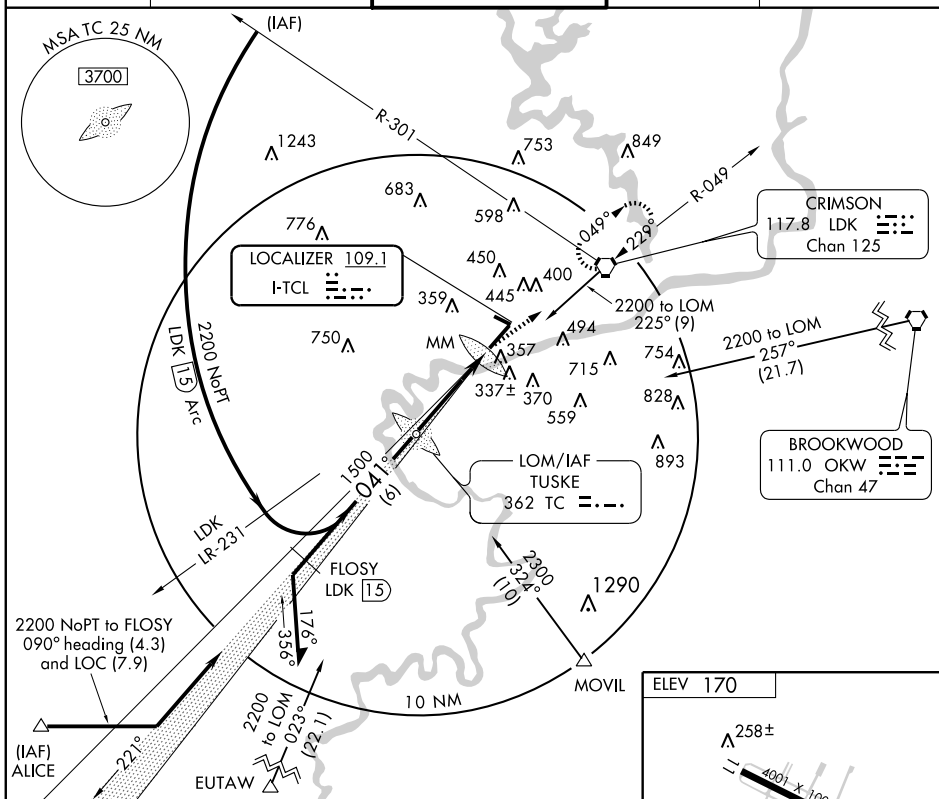
ASOS
132.825

BIRMINGHAM APP CON
120.15 257.2

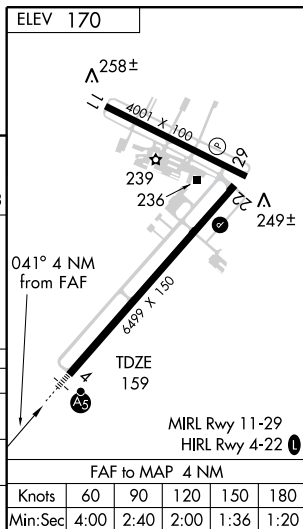
TUSCALOOSA TOWER ★
126.3 (CTAF) 256.7

GND CON
121.8 257.95

UNICOM
122.95



CATEGORY	A	B	C	D
S-ILS 4	359-½ 200 (200-½)			
S-LOC 4	500-½ 341 (400-½)		500-¾ 341 (400-¾)	
CIRCLING	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)	



WAAS
CH **48906**
W04A

APP CRS
041°

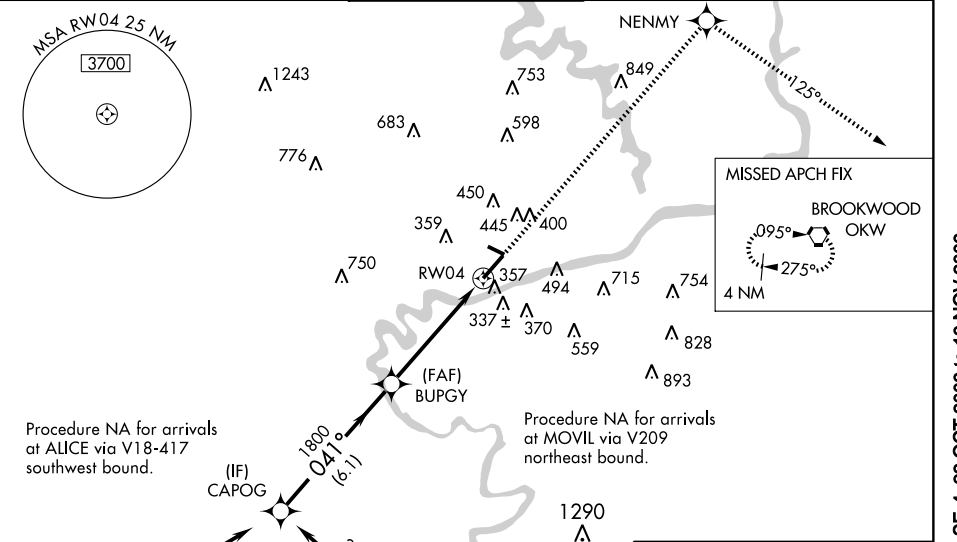
Rwy Idg
TDZE
Apt Elev
6499
159
170

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase LPV and LNAV/VNAV DA 177', all MDAs 180', LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile, Circling Cat B visibility ¼ mile, and Cats C and D visibility ½ mile. VDP and Baro-VNAV NA when using Birmingham altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility ¼ mile. For inoperative MALSR, when using Birmingham altimeter setting; increase LPV all Cats visibility ½ mile, and LNAV Cat A and B visibility ¼ mile.

MALSRL

MISSED APPROACH:
Climb to 2500 direct
NENMY then via
125° track to OKW
VORTAC and hold.

ASOS 132.825	BIRMINGHAM APP CON 120.15 257.2	TUSCALOOSA TOWER ★ 126.3 (CTAF) 0 256.7	GND CON 121.8 257.95	UNICOM 122.95
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Procedure

Turn NA

CAPOG

2400

041°

BUPGY

1800

2500

NENMY

125° TRK

OKW

GS 3.00° TCH 45

1800

*1.3 NM to RW04

*LNAV only

RW04

6.1 NM

3.6 NM

1.3

CATEGORY	A	B	C	D
LPV DA	409-¾		250 (300-¾)	
LNAV/VNAV DA	608-1		449 (500-1)	
LNAV MDA	620-¾		461 (500-¾)	
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

ELEV 170

258 ±

4001 X 100

239

236

249 ±

6499 X 150

TDZE 159

041° to RW04

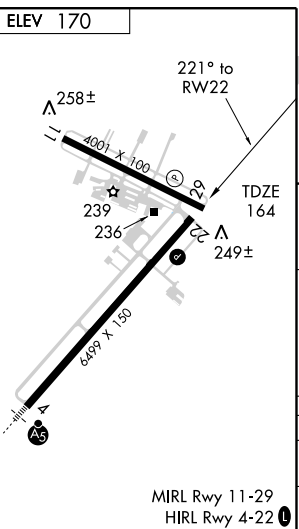
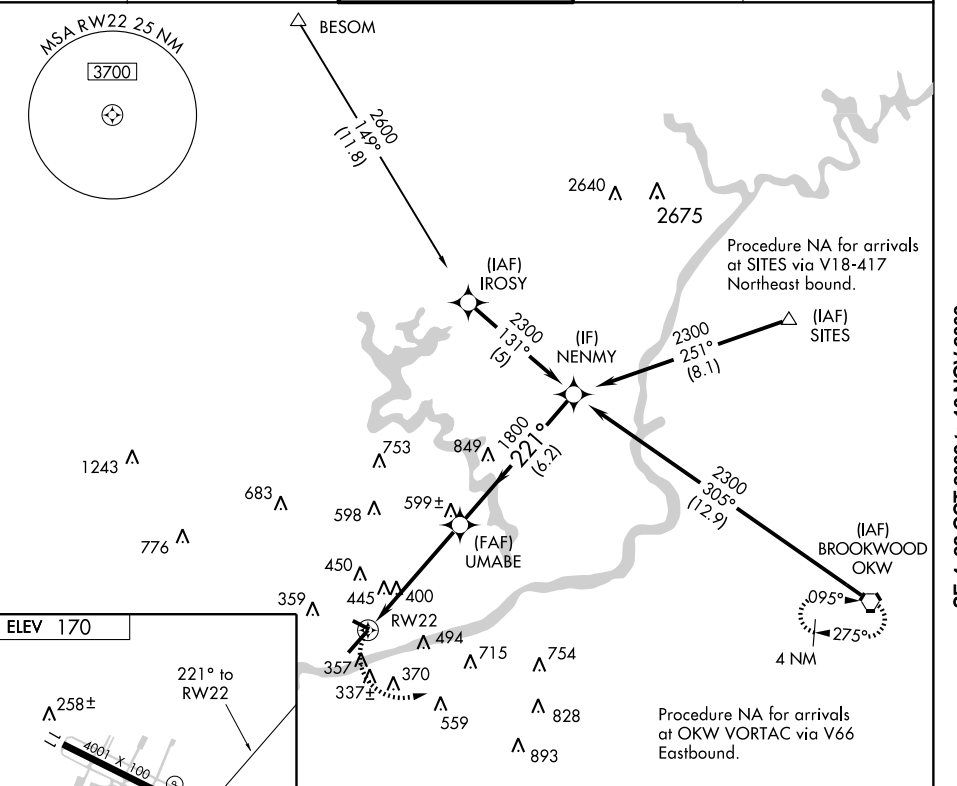
MIRL Rwy 11-29
HIRL Rwy 4-22

SE-4, 22 OCT 2009 to 19 NOV 2009

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Birmingham altimeter setting. When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 180 feet, LNAV Cat. C and D visibility ½ mile, circling Cat. B visibility ¼ mile, Cat. C and D visibility ½ mile.

▲ MISSED APPROACH: Climbing left turn to 2500 direct OKW VORTAC and hold.

ASOS 132.825	BIRMINGHAM APP CON 120.15 257.2	TUSCALOOSA TOWER ★ 126.3 (CTAF) 0 256.7	GND CON 121.8 257.95	UNICOM 122.95
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2500

OKW

1.5 NM to RW22

RW22

UMABE

NENMY

2300

Procedure Turn NA

221°

1800

≤ 3.04° TCH 50

1.5

3.4 NM

6.2 NM

CATEGORY	A	B	C	D
LNAV MDA	700-1	536 (600-1)	700-1½ 536 (600-1½)	700-1¾ 536 (600-1¾)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

SE-4: 22 OCT 2009 to 19 NOV 2009

APP CRS
297°

Rwy Idg
TDZE
Apt Elev

4001
170
170

RNAV (GPS) RWY 29

TUSCALOOSA RGNL (TCL)

T

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night when control tower closed. When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 180', LNAV Cat B visibility ¼ mile, Cat C and D visibility ¾ mile, Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile.

M

MISSED APPROACH: Climbing left turn to 3000 direct MOVIL and hold.

ASOS 132.825	BIRMINGHAM APP CON 120.15 257.2	TUSCALOOSA TOWER ★ 126.3 (CTAF) 0 256.7	GND CON 121.8 257.95	UNICOM 122.95
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The main chart displays the RNAV (GPS) RWY 29 approach. Key features include:

- Obstacles:** Numerous obstacles are marked with their MSL altitudes, including 1243, 683, 776, 750, 753, 598, 450, 445, 359, 370, 337, 494, 715, 559, 828, 893, 754, 1444, and 1290.
- Navigation Aids:** JEMUR (3.2 NM to RW29), FAF (FAB) FEBOG, and (IF/IAF) DICA V are indicated.
- Altitudes:** 1800, 2500, and 3000 feet are marked along the path.
- Angles:** 297°, 117°, 234°, 045°, 110.1°, 050°, and 230° are shown.
- Distances:** 4 NM, 3.2 NM, 1.7 NM, and 6.1 NM are indicated.
- MSA:** A Minimum Safe Altitude (MSA) circle for RWY 29 is shown with a radius of 25 NM and an altitude of 3700 feet.
- Procedure Note:** "Procedure NA for arrivals at OKW VORTAC via V66 Eastbound."

The inset chart shows the MRL Rwy 11-29 and HIRL Rwy 4-22. Key features include:

- Obstacles:** 258±, 239, 236, and 249±.
- Altitudes:** 400± x 100 and 649 x 150.
- Angles:** 297° to RW29 and 249±.
- TDZE:** 170.

3000	MOVIL	△	4 NM	Holding Pattern
JEMUR 3.2 NM to RW29	RW29	FEBOG	DICA V	2500
1240	1800	117°	297°	
3.2 NM	1.7 NM	6.1 NM		
CATEGORY	A	B	C	D
LNAV MDA	760-1	590 (600-1)	760-1½ 590 (600-1½)	760-1¾ 590 (600-1¾)
CIRCLING	760-1 590 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

SE-4: 22 OCT 2009 to 19 NOV 2009

VORTAC LDK 117.8 Chan 125	APP CRS 052°	Rwy Idg 6499 TDZE 159 Apt Elev 170
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VOR or TACAN RWY 4
TUSCALOOSA RGNL (TCL)

**T
A** DME OR ADF REQUIRED

MALSR

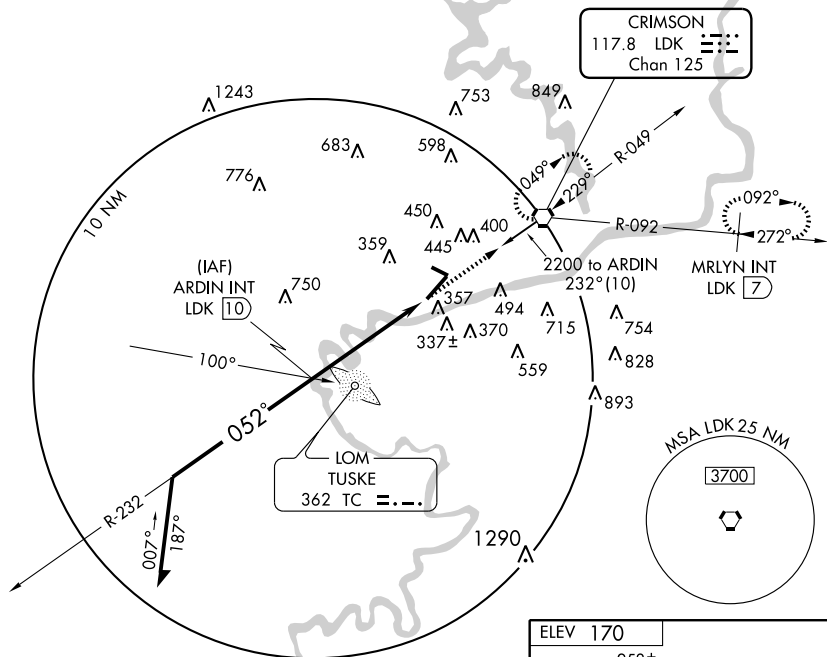
MISSED APPROACH: Climb to 2200 direct LDK VORTAC and hold. (TACAN aircraft continue to 2500 via LDK R-092 to MRLYN Int/7 DME and hold E, right turns, 272° inbound.)

ASOS
132.825

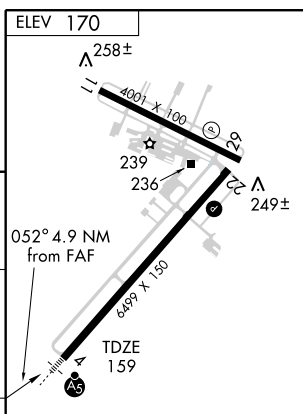
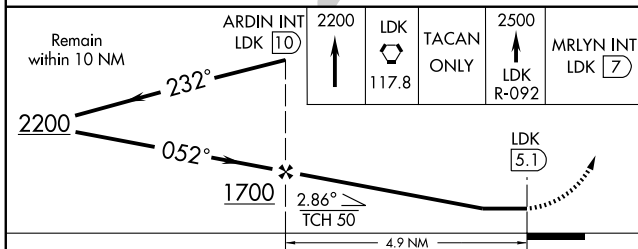
BIRMINGHAM APP CON
120.15 257.2

TUSCALOOSA TOWER ★
126.3 (CTAF) **L** 256.7

GND CON
121.8 257.95

UNICOM
122.95

SE-4, 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
S-4	620-½	461 (500-½)	620-¾ 461 (500-¾)	620-1 461 (500-1)
CIRCLING	800-1	630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29 HIRL Rwy 4-22 L					
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

VORTAC LDK 117.8 Chgn 125	APP CRS 235°	Rwy Idg 6499 TDZE 164 Apt Elev 170
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VOR or TACAN RWY 22
TUSCALOOSA RGNL (TCL)

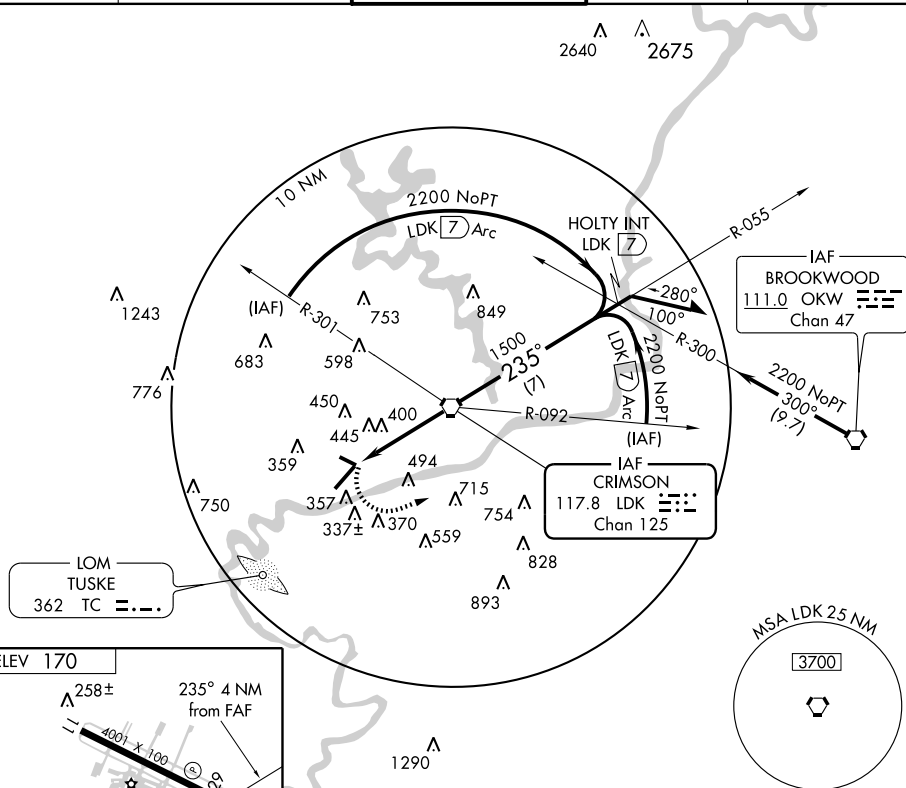
MISSED APPROACH: Climbing left turn to 2500 direct OKW VORTAC.

ASOS
132.825

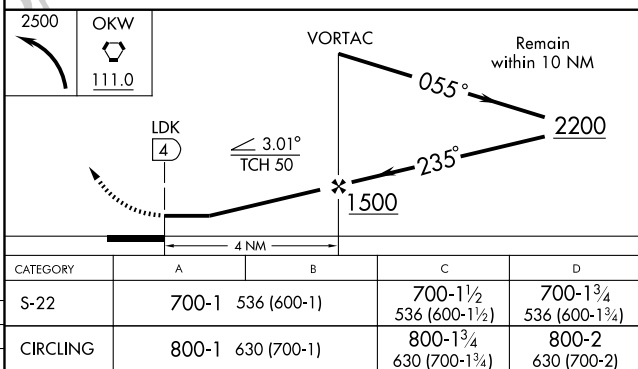
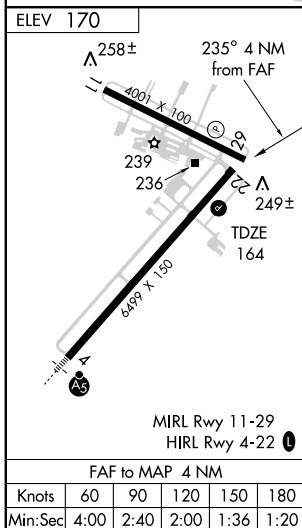
BIRMINGHAM APP CON
120.15 257.2

TUSCALOOSA TOWER ★
126.3 (CTAF) 256.7

GND CON
121.8 257.95

UNICOM
122.95

SE-4, 22 OCT 2009 to 19 NOV 2009



APP CRS	Rwy Idg	5003
131°	TDZE	263
	Apt Elev	264

RNAV (GPS) RWY 13

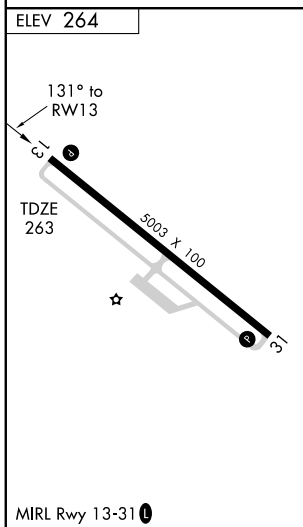
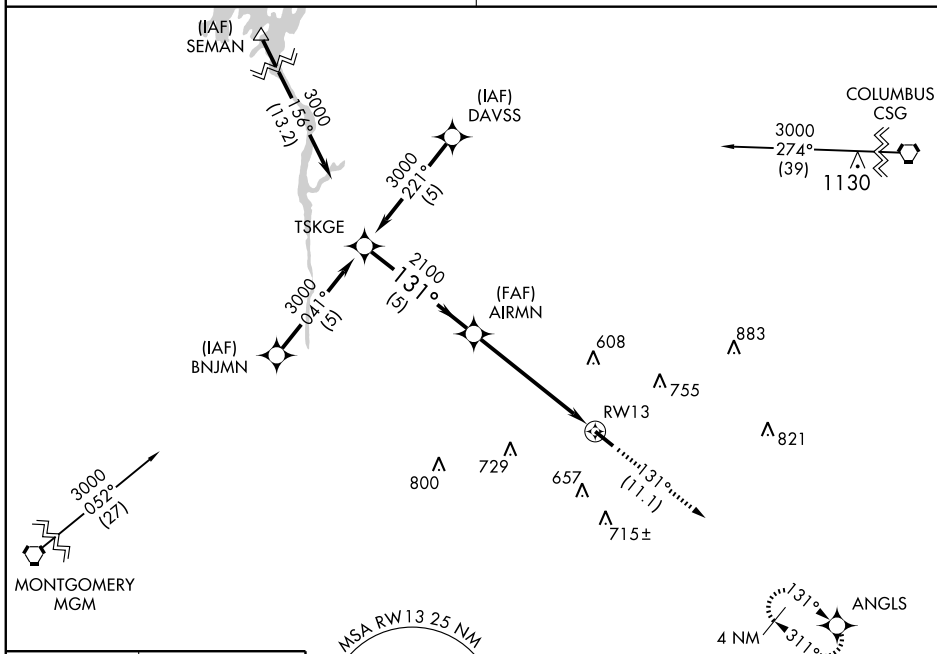
TUSKEGEE/MOTON FIELD MUNI (06A)

▼ Use Montgomery altimeter setting.
▲ NA GPS or RNP-0.3 Required.
 DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 via
 131° course to ANGLS WP and hold.

ATLANTA APP CON ★
125.5 323.1

UNICOM
122.8 (CTAF) 0



<p>TSKGE</p> <p>3000</p> <p>Procedure Turn NA</p> <p>131°</p> <p>AIRMN</p> <p>2100</p> <p>3.05° TCH 40</p> <p>RWY 13</p> <p>5 NM</p> <p>5.5 NM</p> <p>3000</p> <p>↑</p> <p>CRS 131°</p> <p>ANGLS</p>				
CATEGORY	A		B	C
LNAV MDA	860-1 597 (600-1)		860-1½ 597 (600-1½)	860-1¾ 597 (600-1¾)
CIRCLING	960-1 696 (700-1)	1000-1 736 (800-1)	1000-2 736 (800-2)	1060-2½ 796 (800-2½)

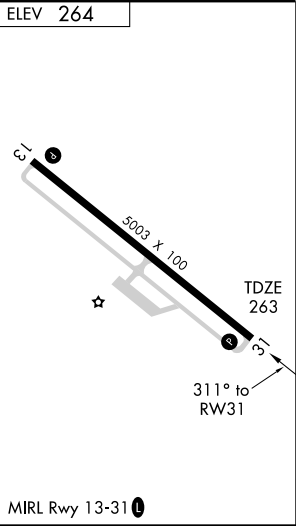
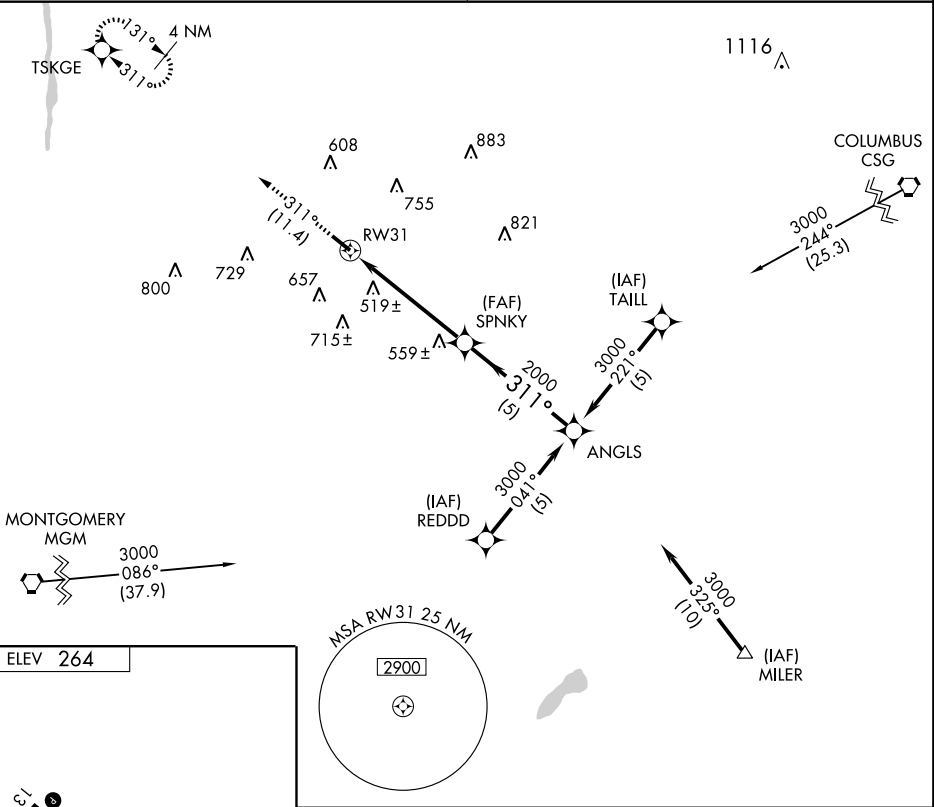
APP CRS	Rwy Idg	5003
311°	TDZE	263
	Apt Elev	264

RNAV (GPS) RWY 31

TUSKEGEE/MOTON FIELD MUNI (06A)

NA	Use Montgomery altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	MISSED APPROACH: Climb to 3000 via 311° course to TSKGE WP and hold.
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ATLANTA APP CON ★ 125.5 323.1	UNICOM 122.8 (CTAF) 0
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3000	TSKGE		
CRS 311°			
RW31	SPNKY	ANGLS	
	2000	3000	
	3.05° TCH 40		
	5.3 NM	5 NM	
CATEGORY	A	B	C
LNAV MDA	880-1 617 (700-1)	880-1 617 (700-1)	880-2 617 (700-2)
CIRCLING	960-1 696 (700-1)	1000-1 736 (800-1)	1000-2 736 (800-2)

VOR/DME TGE 117.3 Chan 120	APP CRS 198°	Rwy Idg TDZE Apt Elev	N/A N/A 264
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VOR-A

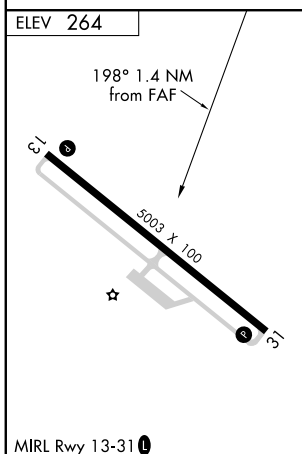
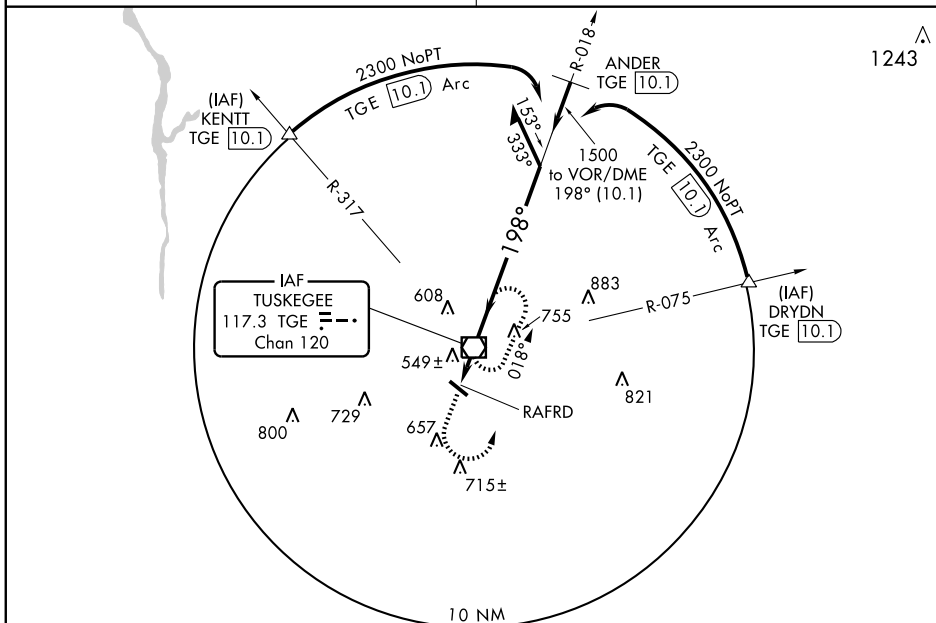
TUSKEGEE/MOTON FIELD MUNI (06A)

NA Use Montgomery altimeter setting.

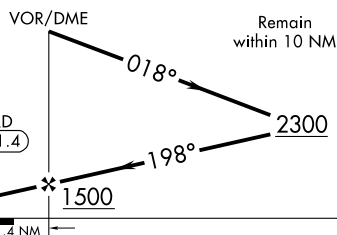
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct TGE VOR/DME and hold.

ATLANTA APP CON ★
125.5 323.1

UNICOM
122.8 (CTAF)



1500	2300	TGE 117.3
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MRL Rwy 13-31

	FAF to MAP 1.4 NM				
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	A	B	C	D
CIRCLING	1020-1 756 (800-1)	1020-1¼ 756 (800-1¼)	1020-2¼ 756 (800-2¼)	1060-2½ 796 (800-2½)

VOR/DME or GPS-A

VERNON/LAMAR COUNTY (M55)

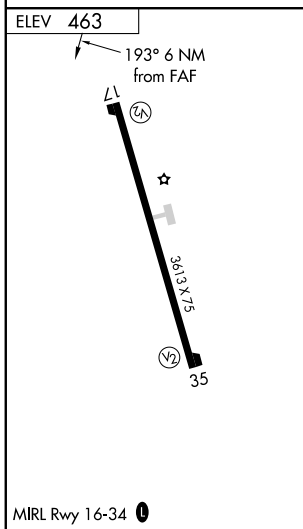
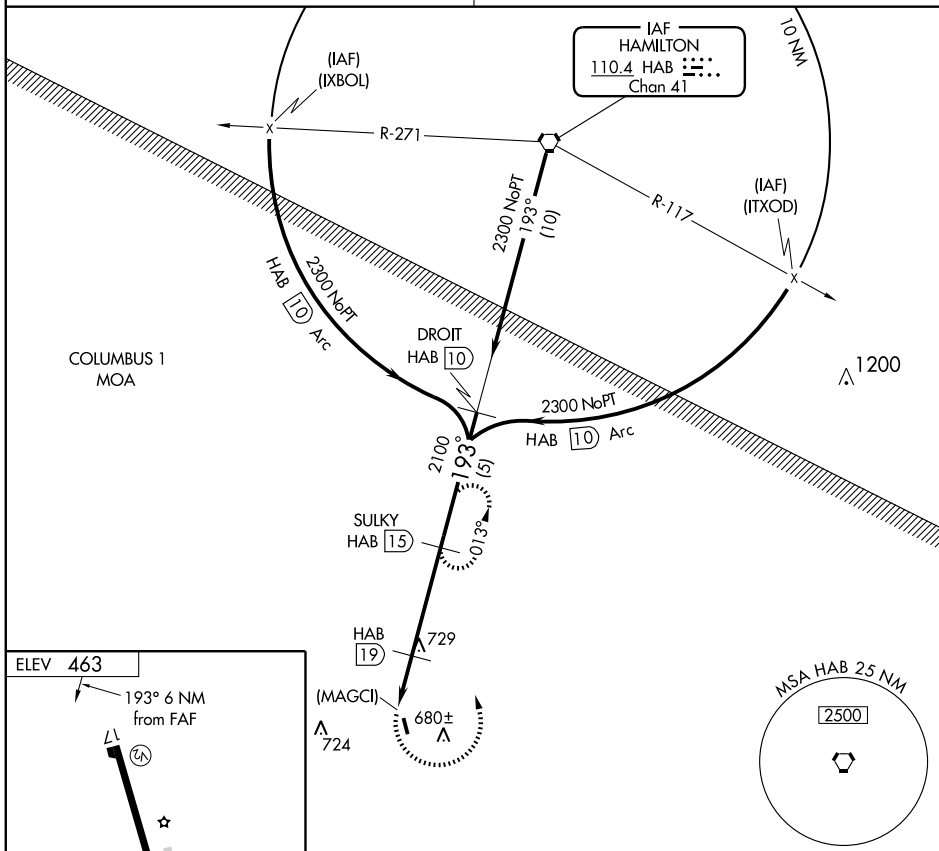
VORTAC HAB 110.4 Chan 41	APP CRS 193°	Rwy Idg TDZE Apt Elev N/A N/A 463
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NA Use Columbus, MS approach control altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 to intercept R-193 to SULKY 15 DME and hold.

COLUMBUS APP CON★
126.075 239.25

CTAF
122.90



CATEGORY	A	B	C	D
	1060-1 599 (600-1)	1060-1¼ 599 (600-1¼)	1060-1½ 599 (600-1½)	1060-2 599 (600-2)

 NA	Use Montgomery altimeter setting. ACTIVATE MRL Rwy 9-27 CTAF. DME OR RADAR REQUIRED	MISSED APPROACH: Climbing right turn to 2300 via MGM R-356 to ADEEN Int and hold.
	MONTGOMERY APP CON ★ 121.2 380.225	UNICOM 123.05 (CTAF) 

